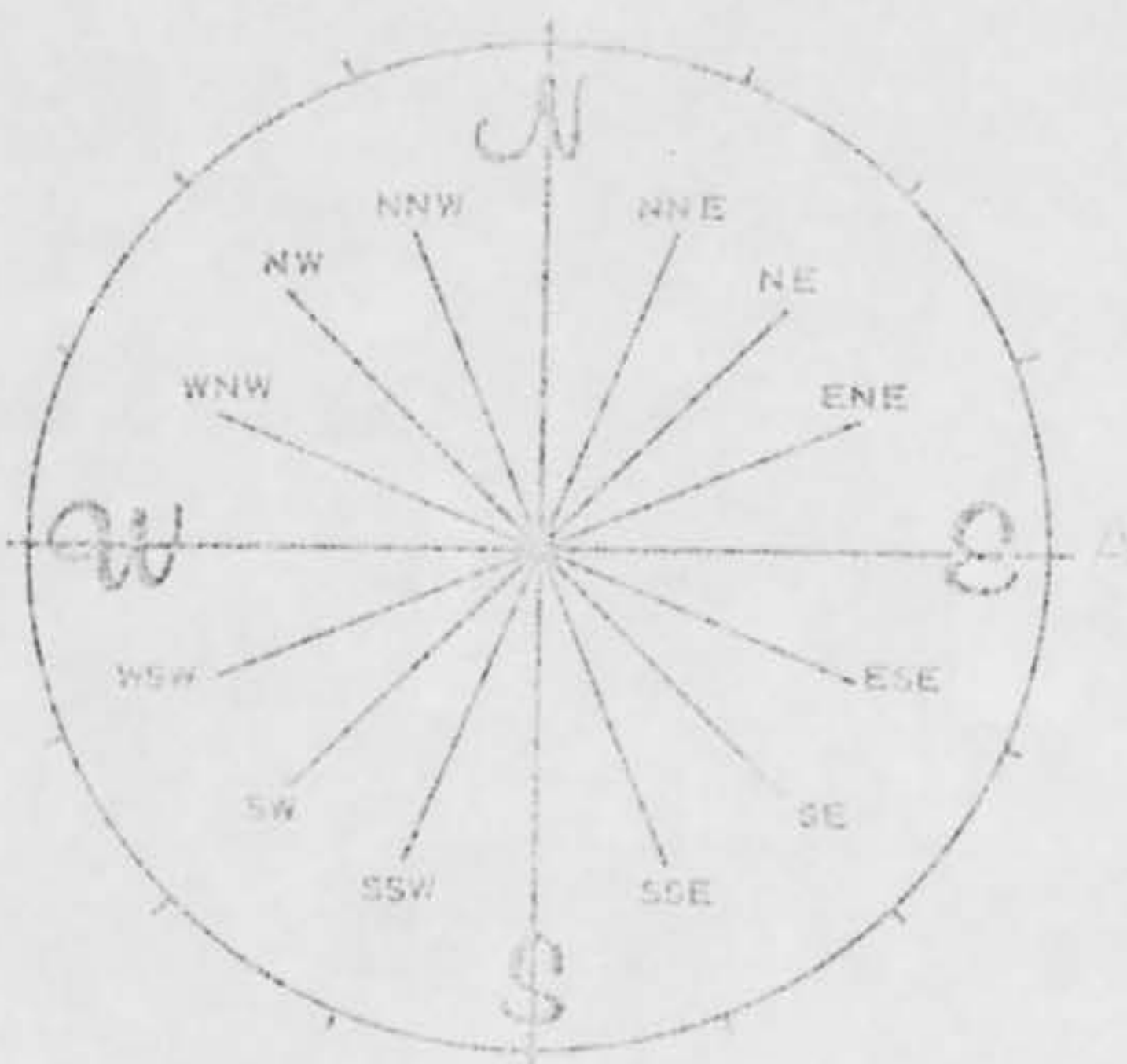


# PROJECT 10073 RECORD

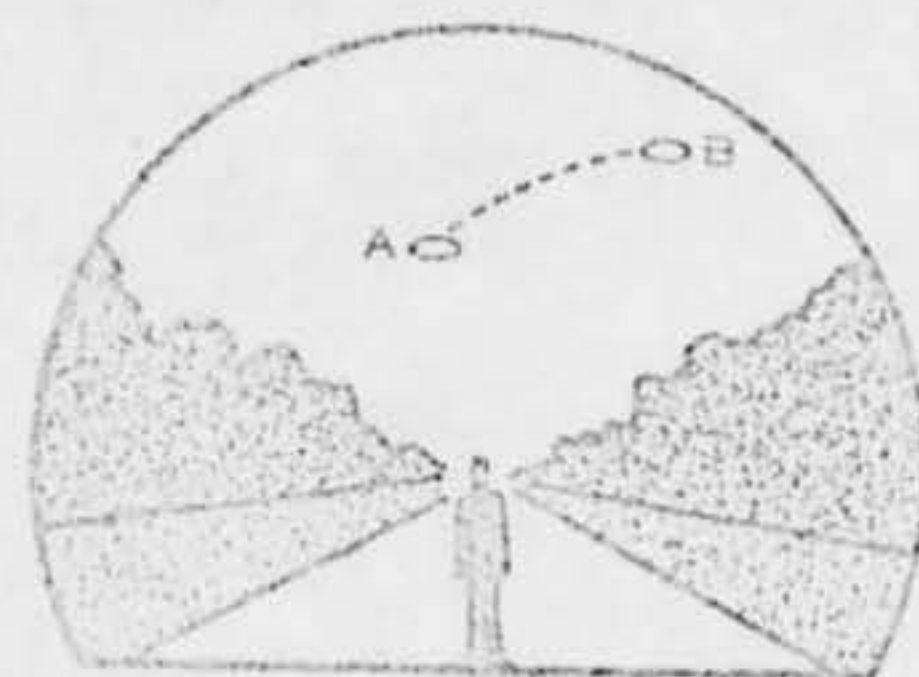
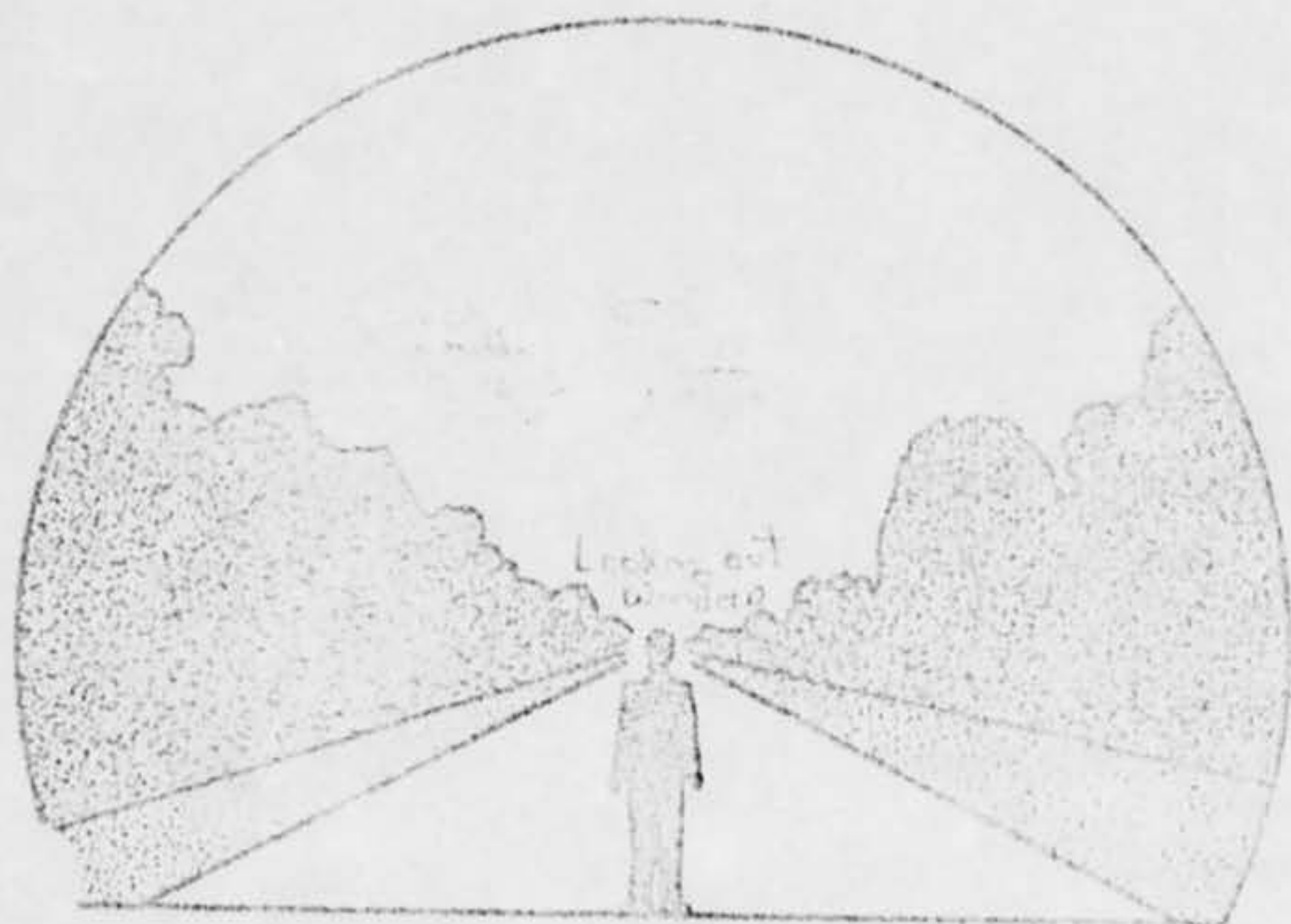
1. DATE - TIME GROUP 29/0200 CST 29 Oct 69 29/0800Z	2. LOCATION Chicago, Illinois
3. SOURCE Civilian	10. CONCLUSION Other (CONFLICTING DATA)
4. NUMBER OF OBJECTS One (1)	
5. LENGTH OF OBSERVATION 65 minutes	11. BRIEF SUMMARY AND ANALYSIS Summary: See Case File. Comments: See proposed letter to SAFOICC.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE E to W	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.

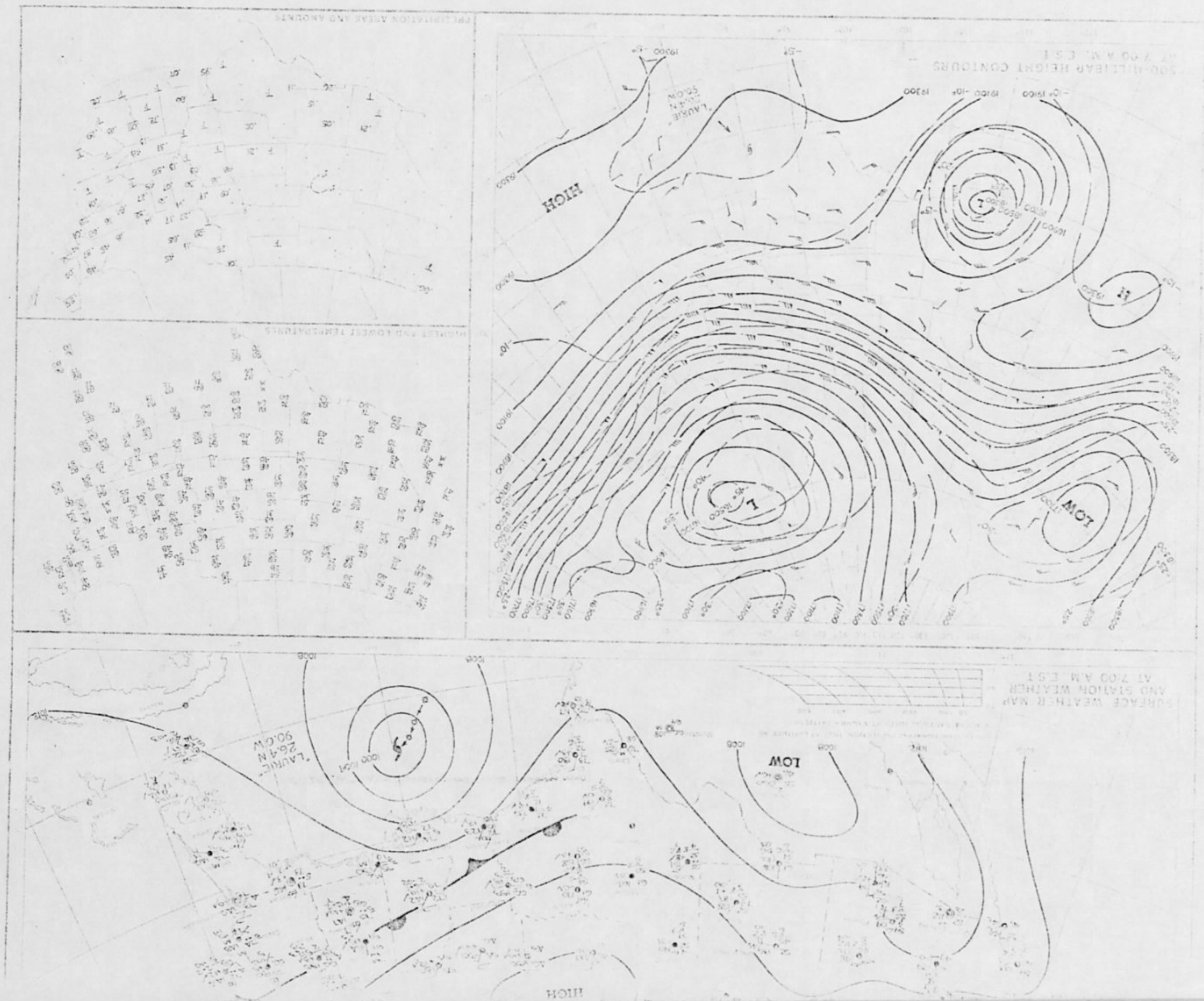


7. THE SKETCH BELOW. PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.

*Doubled Time*

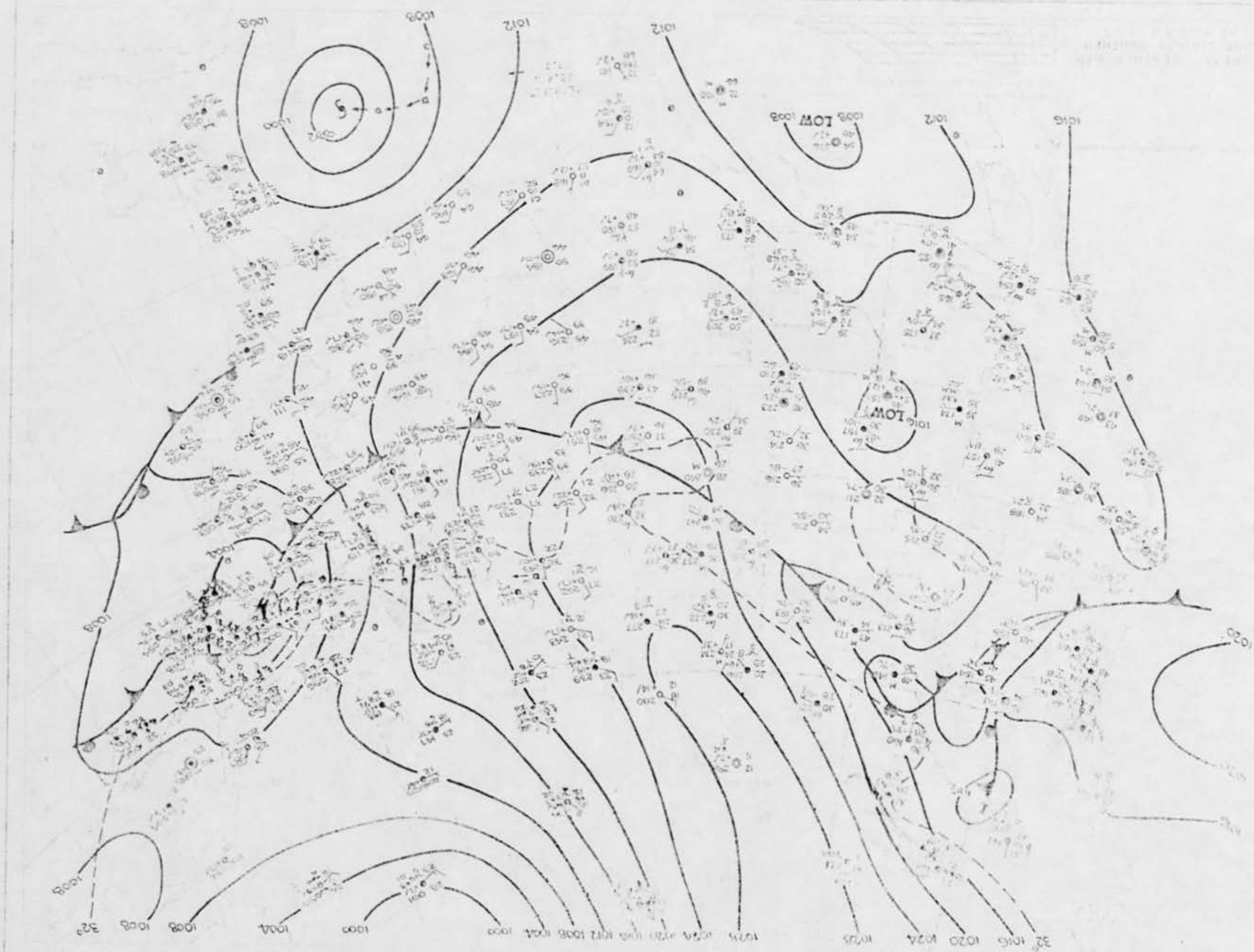




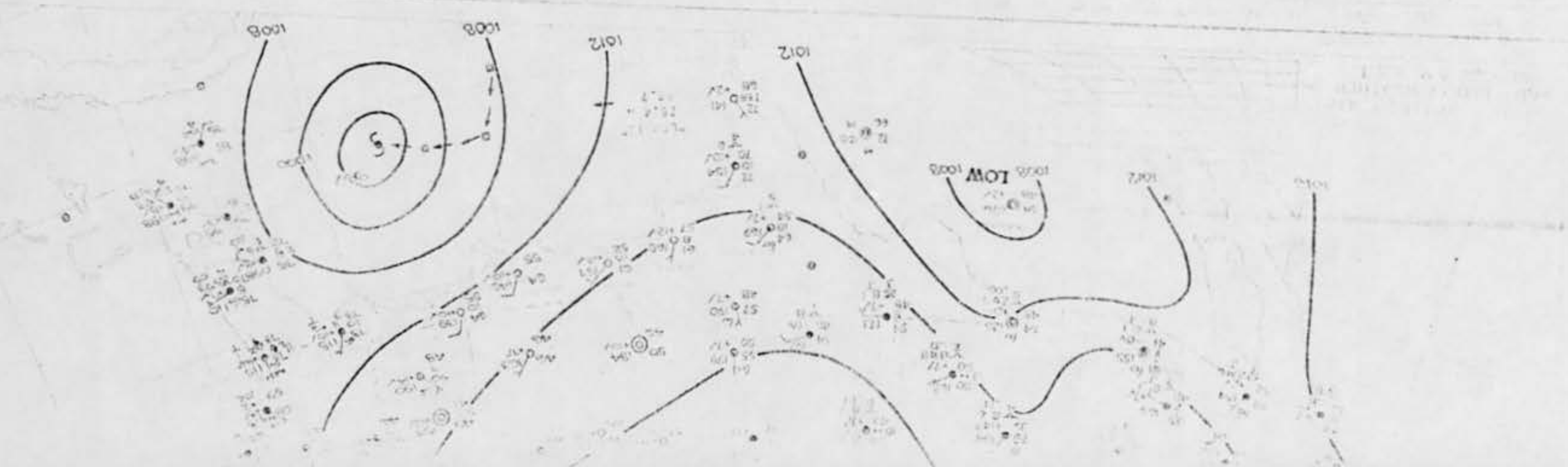
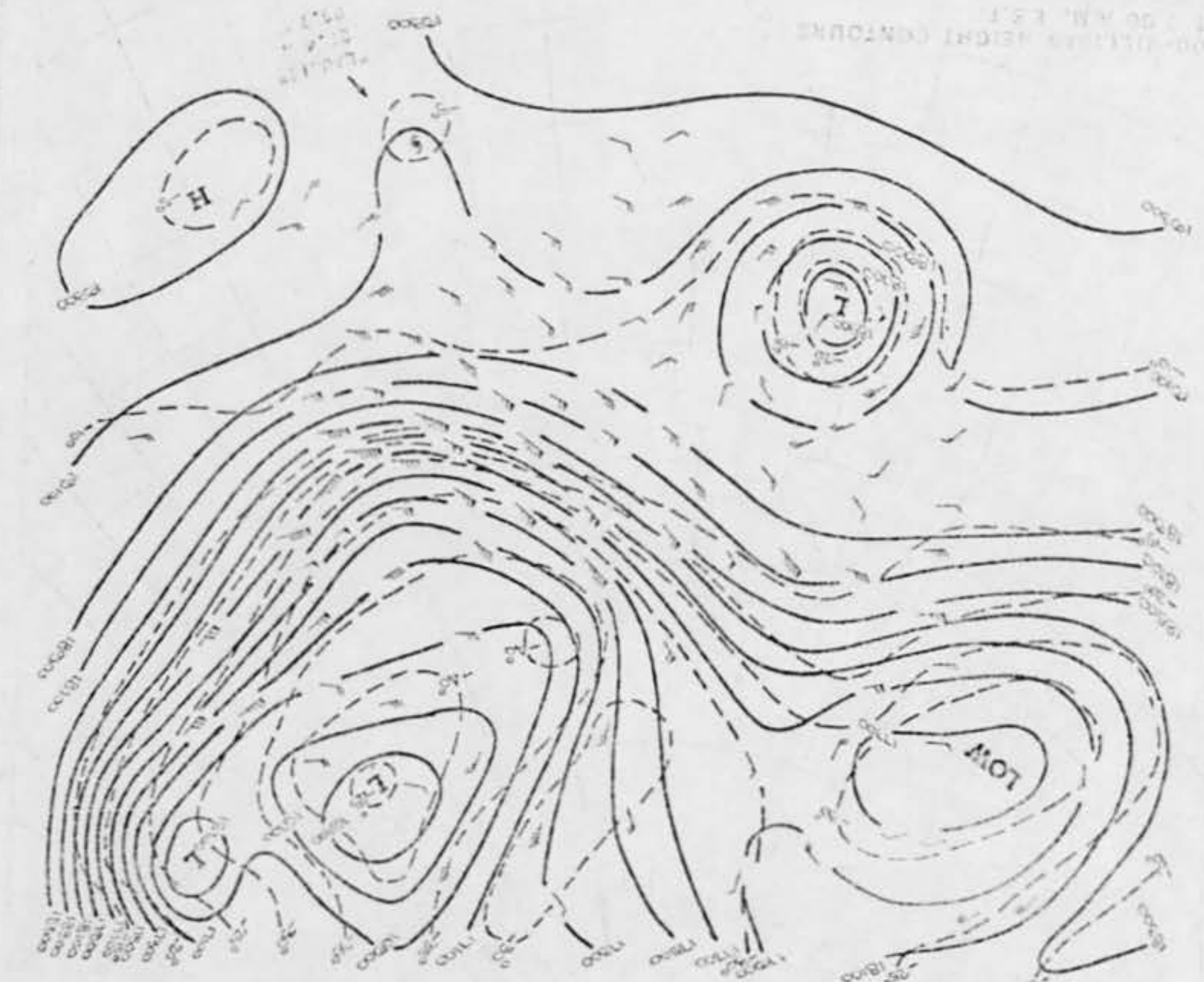




WEDNESDAY, OCTOBER 27, 1969









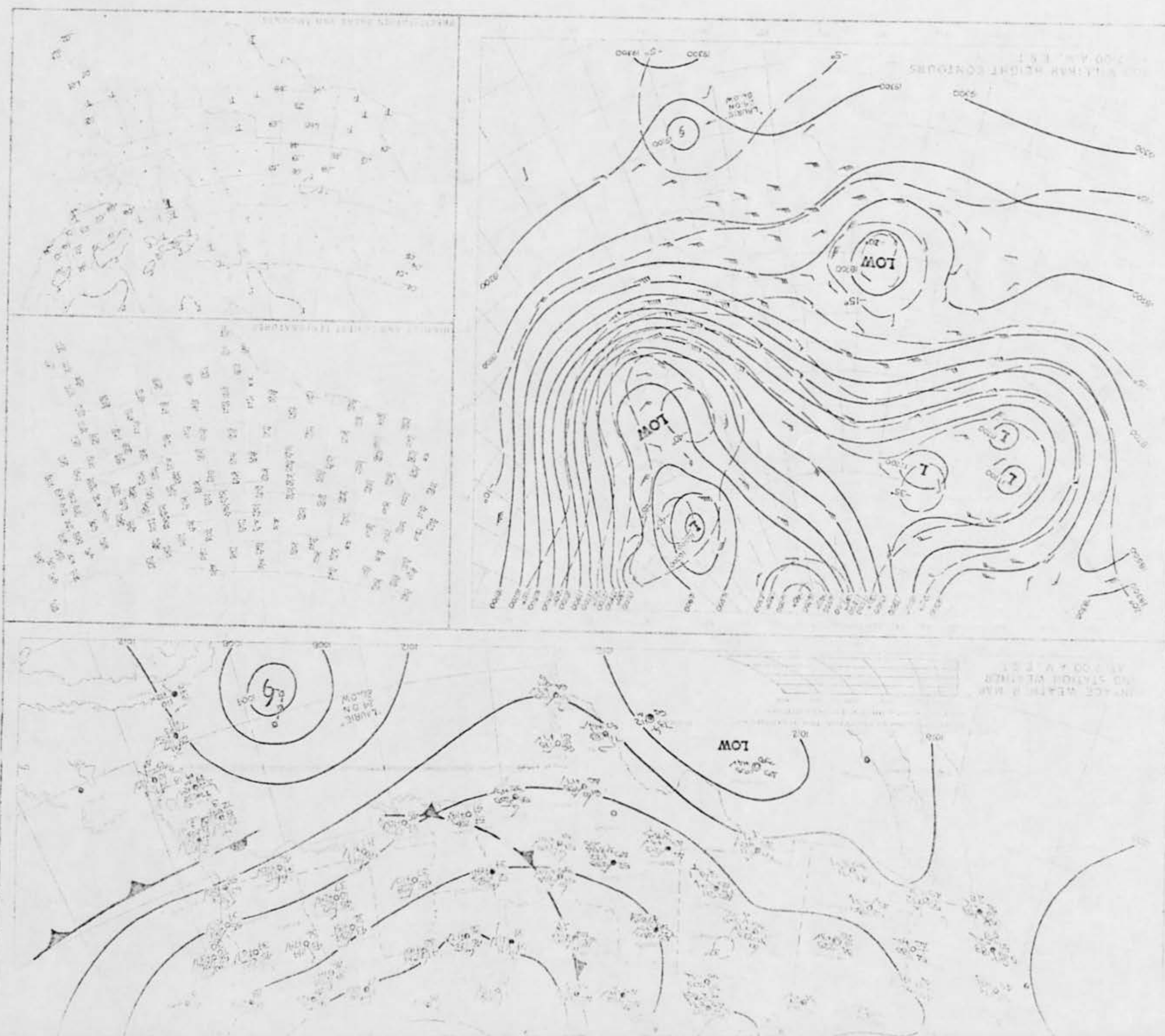
THURSDAY, OCTOBER 23, 1969



U.S. AIR FORCE  
AND NAVY WEATHER  
BUREAU





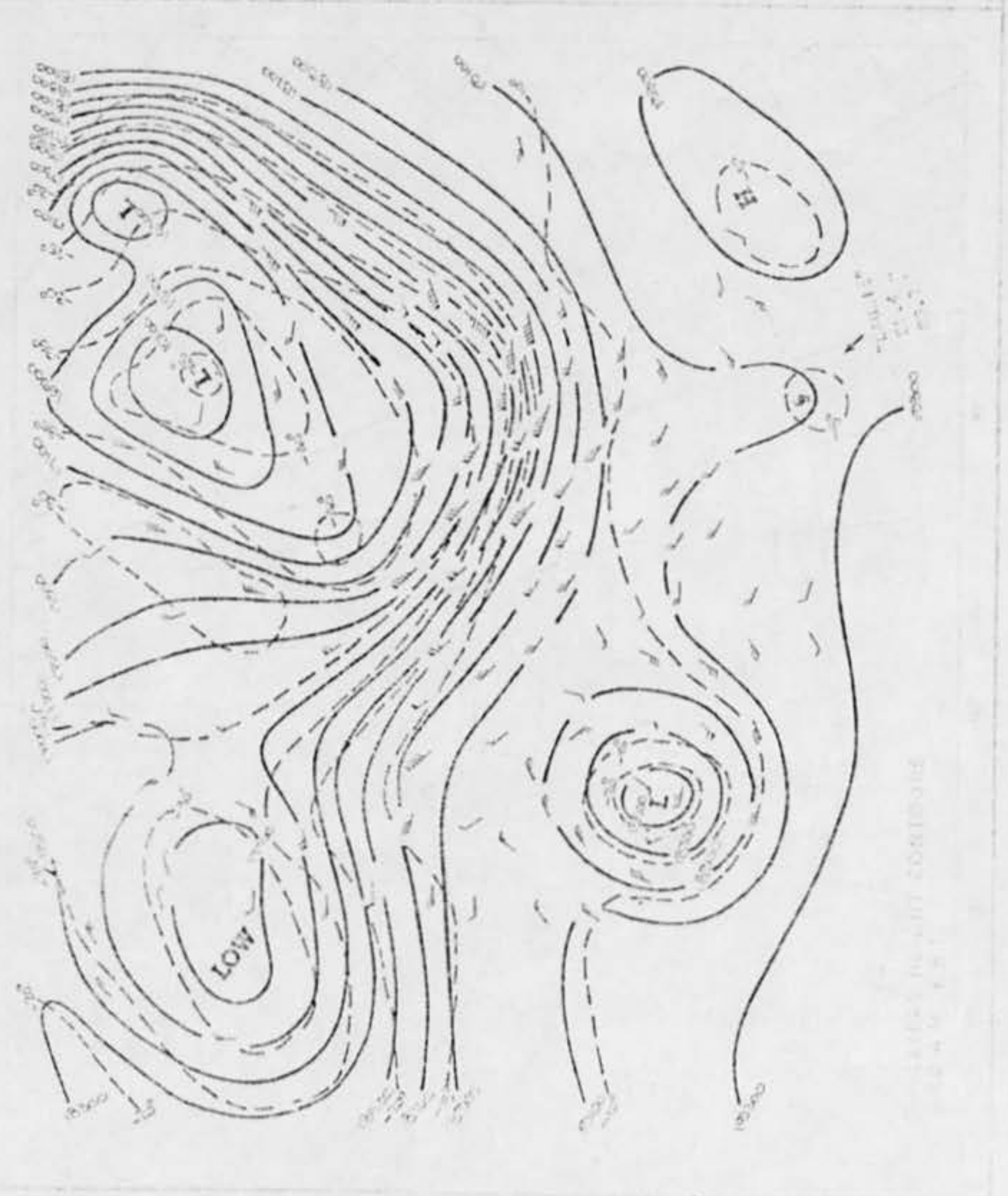
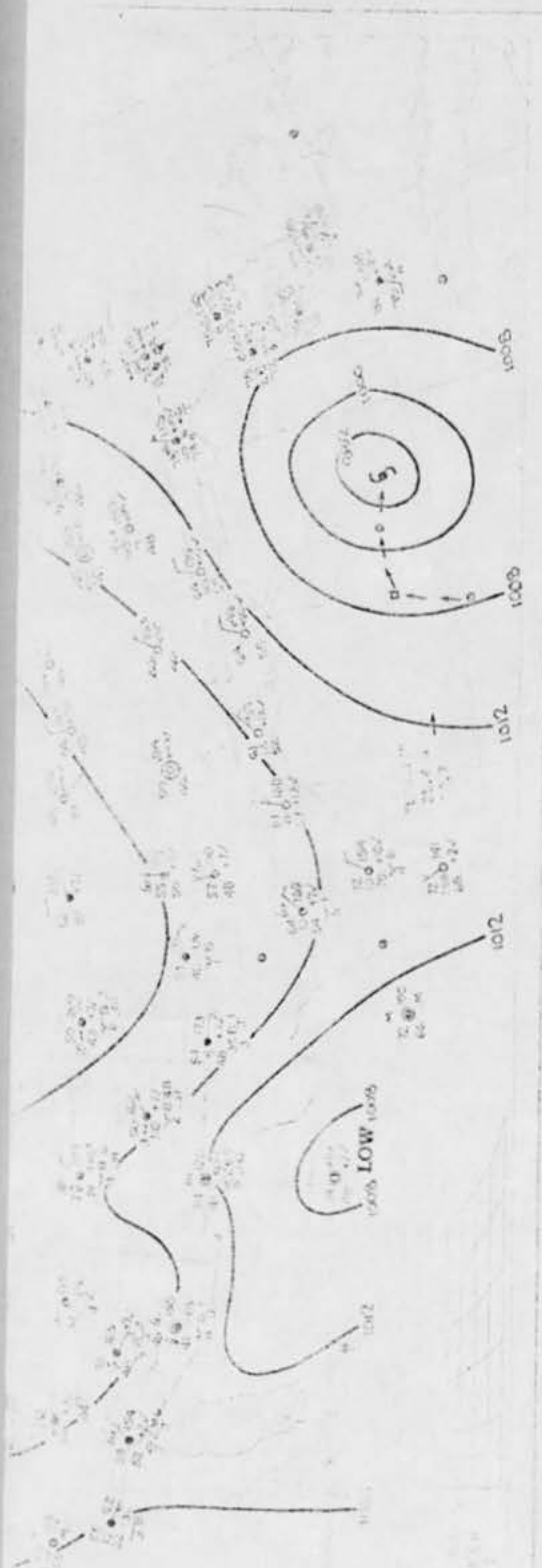




WEDNESDAY, OCTOBER 22, 1969









1 - 30 NOVEMBER 1969

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
10	Gainesville, Florida	Civilian	Balloon
19	Acton, Texas (missing)	Civilian (PHOTO)	Other (FILM PROCESSING DEFECT)
25	Gallipolis, Ohio	Civilian	Probable Aircraft
29	Dayton, Ohio	Civilian	Probable Aircraft



3. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)			
<input checked="" type="checkbox"/> OUTDOORS		<input type="checkbox"/> IN BUSINESS SECTION OF CITY	
<input checked="" type="checkbox"/> BUILDING		<input type="checkbox"/> IN RESIDENTIAL SECTION OF CITY	
<input checked="" type="checkbox"/> CAR <input type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER		<input type="checkbox"/> IN OPEN COUNTRYSIDE	
<input type="checkbox"/> IN BOAT		<input type="checkbox"/> NEAR AIRFIELD	
<input type="checkbox"/> IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		<input type="checkbox"/> FLYING OVER CITY	
<input type="checkbox"/> OTHER		<input type="checkbox"/> FLYING OVER OPEN COUNTRY	
		<input type="checkbox"/> OTHER	
A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?	
<input type="checkbox"/> NORTH	<input type="checkbox"/> EAST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?  <input type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> SOUTH	<input type="checkbox"/> WEST		
<input type="checkbox"/> NORTHEAST	<input type="checkbox"/> SOUTHEAST		
<input type="checkbox"/> NORTHWEST	<input type="checkbox"/> SOUTHWEST		
EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.  n/a			
DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.  n/a			
HOW MUCH OTHER TRAFFIC WAS THERE?  n/a			
DID YOU NOTICE ANY AIRPLANES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES" DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.  n/a			
2. HOW LONG WAS THE PHENOMENON IN SIGHT?			
LENGTH OF TIME  65 sec		<input checked="" type="checkbox"/> CERTAIN OF TIME	<input type="checkbox"/> NOT VERY SURE
		<input type="checkbox"/> FAIRLY CERTAIN	<input type="checkbox"/> JUST A GUESS
HOW WAS TIME DETERMINED?  watch			
WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.  n/a - 2 - started, ended			



10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
DAY		CUMULUS CLOUDS ( <i>Low fluffy</i> )	FOG OR MIST
TWILIGHT		CIRRUS CLOUDS ( <i>High fleecy or Herringbone</i> )	HEAVY RAIN
NIGHT			LIGHT RAIN OR DRIZZLE
CLEAR		NIMBUS CLOUDS ( <i>Rain</i> )	HAIL
PARTLY CLOUDY		CUMULONIMBUS CLOUDS ( <i>Thunderstorms</i> )	SNOW OR SLEET
COMPLETELY OVERCAST			UNKNOWN
		HAZE OR SMOG	NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS	(2) MOON
NONE	BRIGHT MOONLIGHT
A FEW	MOON WITH HALO
MANY	MOON HIDDEN BY CLOUDS
UNKNOWN	PARTIAL ( <i>New or quarter</i> )

D. IF THE SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED PHENOMENON?

IN FRONT OF YOU	TO YOUR RIGHT	OVERHEAD ( <i>Near noon</i> )
IN BACK OF YOU	TO YOUR LEFT	UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.



13. DID THE PHENOMENON		YES	NO	UNKNOWN
M	N A STRAIGHT LINE?			
S	STILL AT ANYTIME?			
	SUDDENLY SPEED UP AND RUN AWAY?			
	BREAK UP IN PARTS AND EXPLODE?			
	CHANGE COLOR?			
	GIVE OFF SMOKE?			
	CHANGE BRIGHTNESS?			
	CHANGE SHAPE?			
	FLASH OR FLICKER?			
	DISAPPEAR AND REAPPEAR?			
	SPIN LIKE A TOP?			
	MAKE A NOISE?			
	FLUTTER OR WOBBLE?			

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

A. HOW DID IT FINALLY DISAPPEAR?

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING?

☐ YES ☐ NO. IF "YES," DESCRIBE.



15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.

15. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



IF YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, BB, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

EYEGLASSES	CAMERA VIEWER
SUNGLASSES	BINOCULARS
WINDSHIELD	TELESCOPE
SIDE WINDOW OF VEHICLE	THEODOLITE
WINDOWPANE	OTHER

4. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☐ NO

3. DO YOU USE READING GLASSES? ☐ YES ☐ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED \_\_\_\_\_

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE \_\_\_\_\_

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☐ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☐ NO. IF "YES," DESCRIBE.



22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☐ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☐ YES ☐ NO. IF "YES," DID THEY SEE IT TOO?

A. LIST THEIR NAMES AND ADDRESSES

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

(Include Zip Code)

TELEPHONE

AGE

21

X

MALE

FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME DAY MONTH YEAR

26. WHEN YOU COMPLETED THIS QUESTIONNAIRE,

complete inter-telephone conversation DAY 17 MONTH NOV YEAR 1969

WILL 1900 HOURS ON



27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE,  
ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



REPLY TO  
ATTN OF:

TDPT (UFO)

SUBJECT:

Requests for Information

TO:

USAF (SAFOICC)

Reference the attached letters requesting information on unidentified flying objects. Proposed replies have been prepared and are attached.

FOR THE COMMANDER

HECTOR QUINTANILLA, Jr, Lt Col, USAF  
Chief, Aerial Phenomena Office  
Aerospace Technologies Division  
Production Directorate

5 Atch

1. Ltr, [REDACTED]  
10 Nov 69, w/1 Atch.

2. Ltr, Action Line,  
5 Nov 69, w/3 Atch.

3. Ltr, [REDACTED],  
10 Nov 69, w/2 Atch.

4. Ltr, [REDACTED],  
[REDACTED] 1 Atch.

5. Ltr, Pe [REDACTED],  
w/1 Atch.



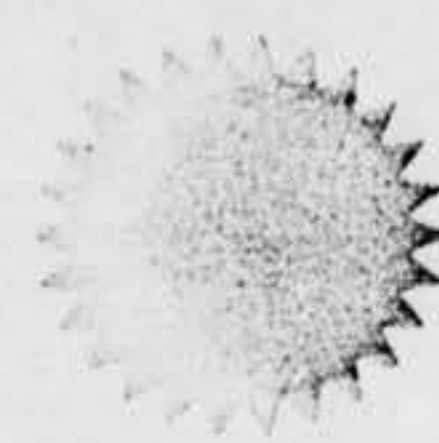
Proposed reply to Action Line ltr, dtd 5 Nov 69.

1. Reference your letter of 5 Nov 69. UFO reports should be reported as soon as possible after the sighting to the nearest Air Force base. As required by AFR 80-17, each Air Force base has a UFO investigator who undertakes an initial investigation. If the stimulus is identified at the local level, no further action need be taken. If the local investigator is unable to identify the stimulus, the report is forwarded to Project Blue Book headquarters at Wright-Patterson Air Force Base, Ohio where a more intensive investigation is undertaken.
2. Mr. [REDACTED] letter was forwarded to the Air Force UFO investigating officer at Chanute Air Force Base. This investigating officer completed a UFO reporting form per a telephone conversation with Mr. [REDACTED] on 17 Nov 69. Analysis of this information indicates that Mr. [REDACTED] sighting contains some internally conflicting points.
3. A partial analysis made by the local investigating officer reads as follows:

"Assuming [REDACTED] elevation angle of 50 degrees is correct, and using a conservative estimate of 1000 feet equal to four residential blocks (1360' is more accurate), then, the object would have been approximately 1200' in the air. If we accept [REDACTED] statement that it would take a basketball to cover the object along the line of sight, then by trigonometry the object would have to be 630 feet in diameter. It is virtually impossible for an object fitting the above description to even partially disappear behind a 'tree or house across the street.'

"My greatest criticism lies in the fact that apparently no one else saw the object. Mr. [REDACTED] residence is approximately 6 miles ESE of O'Hare Int'l Airport and 6 miles S of Glenview NAS. I contacted both Mr. Meely of Chicago ARTC





NOV - 5 1969

Dear Sir:

The enclosed requests for help have been sent to Chicago Today. The Action Line column receives over 4,000 such pleas every week. We have sifted the complaints and are sending along only those which we feel merit your attention.

In behalf of Chicago Today and of these people, we ask you give them consideration if your investigation shows that action is justified.

May we ask that you advise us of any action you take.

Sincerely,

*Kenan Heise*

Kenan Heise  
EDITOR OF ACTION LINE

P.S. May I ask that you please return the enclosure with your reply. It helps us serve both you and the correspondent better.



and Chief Stewart of Glenview Public Affairs (Navy counterpart of ISO). Neither of these men had any record of a UFO being reported on 28 or 29 October. It seems logical to me that if this large object had passed over [redacted] roof, heading West at 60 mph, somebody at O'Hare should have seen it.

"The obvious discrepancies concerning velocity of the object and time observed (stated 65 minutes in letter and 90 minutes on the telephone) warrant no further comment."

4. Also of interest is the fact that Mr. [redacted] mentioned twice in his conversation with the investigating officer that he did not observe the moon but that the stars were quite bright. However, the moon should have been visible since it was in the Eastern sky at about 65 degrees elevation at the beginning of the sighting and was nearly a full moon (full moon Oct 25).
5. This sighting is being carried in Project Blue Book files under the category of "Conflicting Data".



EVALUATION: LOW WEIGHT UNKNOWN

NCIO

REPORT # 69 - 27

Year Month

14 Oct 69

NICAP MASSACHUSETTS INVESTIGATING SUBCOMMITTEE  
(P.O. Box 19 - Wenham, Mass. 01984)  
AC 617/468-4815

U F O R E P O R T

DATE: 14 October 1969

PLACE: Shirley, Mass.

TIME: 8:40-8:45 PM EDT

WITNESSES: 1

OBJECTS: 1 (multi-lighted)

TEMPERATURE: 56°

WIND DIRECTION: 150°

WIND SPEED: 12 knots

VISIBILITY: 8 miles

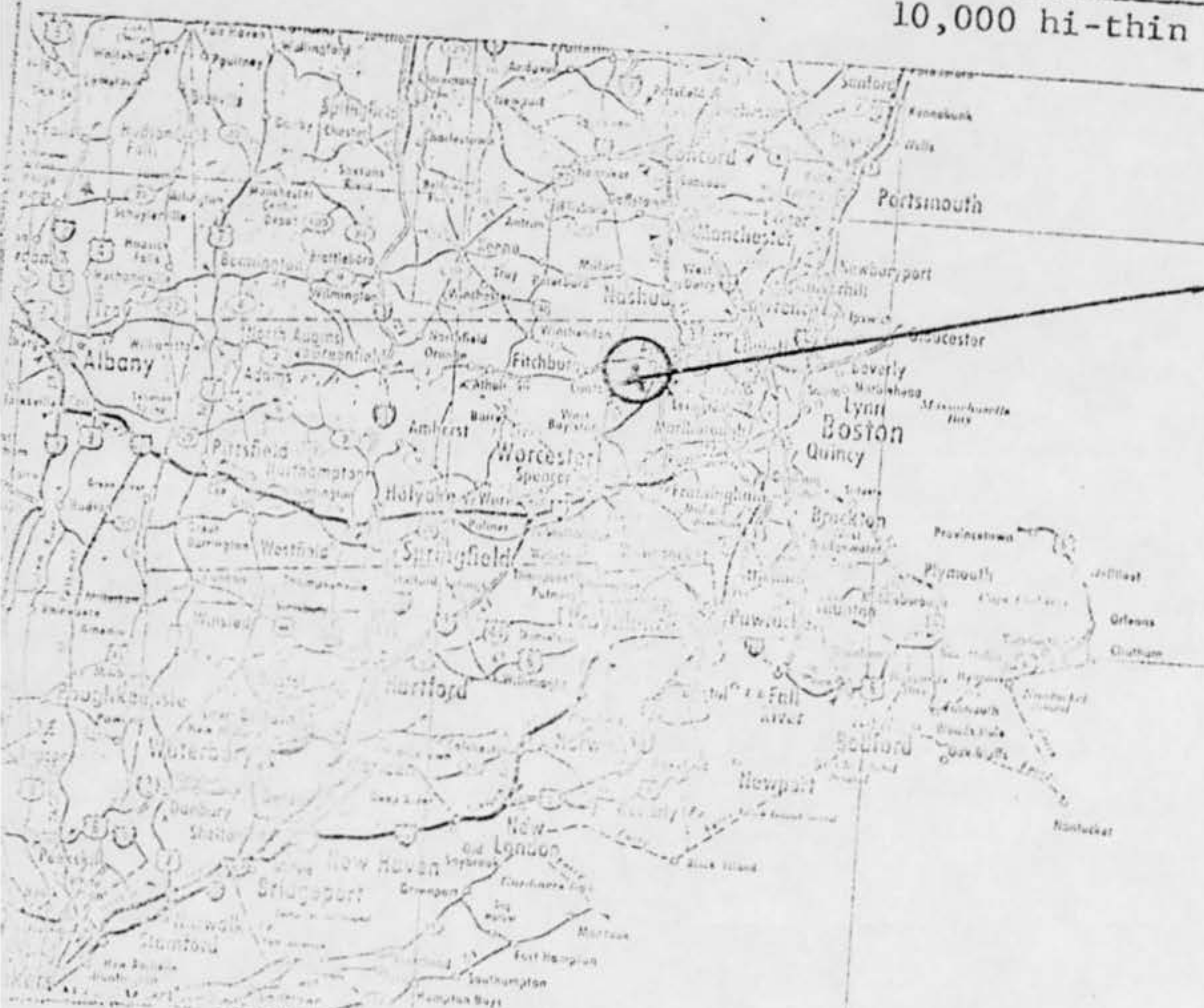
CEILING: 6000 scattered &  
10,000 hi-thin broken

JACQUES VALLER  
CLASSIFICATION  
(Ref. 4 below)

TYPE: IV

CLASS: A

WEIGHT: =



CEA

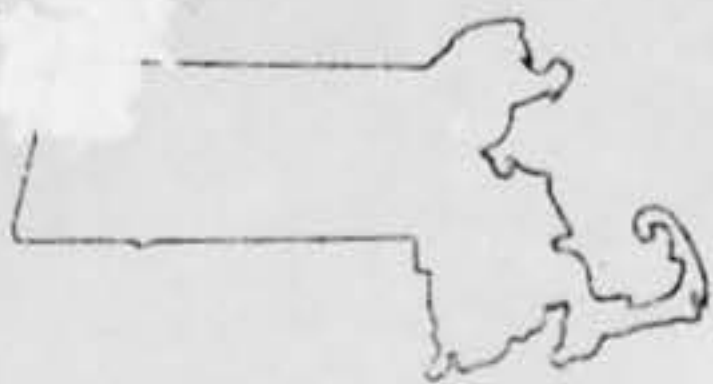
CC: NICAP HEADQUARTERS  
USAF FTD WPAFB

X 3

X 3

- 1 = Sent one-page summary
- 2 = Sent details summary
- 3 = Sent with copy to General and doc 1
- 4 = Reported to book by Dr. Jacques Valler





# NICAP MASSACHUSETTS INVESTIGATING COMMITTEE

BOX 19 WENHAM MASS 01984

AC 617/468 4815

20 October 1969

SUBJECT: NICAP MASS SUBCOM Report #69-27/14 October 1969  
FROM: R. E. Fowler  
TO: NICAP, Washington, D. C.

cc: J. Allen Hynek  
J. E. McDonald  
USAF FTD (TDETR)

## Sighting Background:

On 16 October 1969 I received a telephone call from Assistant Chairman Francis Pechulis who informed me that Investigator Charles Valentine was conducting an investigation of a 14 October 1969 UFO sighting made by Mr. [REDACTED] an Engineering Supervisor at Digital Equipment Corp. where [REDACTED] is employed. On 15 October Charles interviewed the witness. I received a letter (attached) and a signed questionnaire (attached) from Charles on 18 October 1969. The following report is based upon this data.

## The Charles Valentine letter:

"10-16-69

"Subject: Attached report on UFO sighting - J. LARKIN.

"Ray:

"Taped part of interview with J. [REDACTED]. However, I'm not sure tape will be of any interest to you - will have to transcribe onto my other tape recorder in any case.

"I've known [REDACTED] for the last 4 years and would rate him as a "interested--non believer in UFO's."

"From what [REDACTED] said I got the impression he felt it was a solid object - and flat.

"He said he saw (2 or 3 times) a "bright spark or streak" of light "jump out from the rear of the object" when it was  $\approx$  overhead.

"[REDACTED]'s vision is very good and he is generally skeptical in his overall attitude towards extra-terrestrial craft/beings etc.

Cordially,

Charlie Valentine"



Sighting Account:

On 14 October 1969, 8:40 PM EDT, [REDACTED],  
Shirley, Mass. (Home Telephone [REDACTED], Business Telephone [REDACTED])  
[REDACTED] was driving home on Route #2 heading west when he  
sighted a line of 7-9 of "flint-like" sparking lights at an elevation of  
45° in the WNW which appeared to be moving W - E over a section of newly-  
installed power lines. He stopped his car at the Route #2 Shirley Road,  
exit (see map/arrow) and got out for a better look. (A few cars passed  
by but did not seem to notice the strange lights). He shut off his car  
engine to see if he could hear any sound from the apparent object but  
nothing could be heard. The silent lights continued to move slowly east-  
ward and as they came closer and passed directly over him changed from the  
straight-line configuration to half circle with its leading edge moving  
forward and one light to the rear. (See sketches). The noiseless spark-  
ling lights were like the spark from the flint of a cigarette lighter only  
of greater magnitude. They flashed in a purely random sequence producing  
the arc-like half circle with one frequent flash in the rear. This flash  
also occasionally produced a straight line of light away from itself (see  
sketch). It passed silently over him and continued eastward on Route #2  
gradually getting smaller. He broke off watching and continued home.  
Sighting duration was estimated at 5 minutes.

Although the sky was clear behind the object with a good background of  
stars, he could not see the object itself very clearly. He had the impress-  
ion that it was solid and flat. The apparent size of the object (if the  
lights were indeed on its leading edges) was compared to his hand out-  
stretched at arm's length or 6" by 6" at arm's length. At no time did he  
observe the object passing in-front-of or behind any fixed objects other  
than moving significantly with respect to background stars.

Sighting Evaluation:

My first thought was that perhaps a hoax cleaning garment hot-air balloon  
might have been involved but the description and fact that it was moving  
into the wind (15 knots) ruled this out. (This type of balloon with its  
airborne candles always takes on an orange color, moves erratically, drops  
burning material and usually its candles are snuffed out and/or the bag  
burns while still under observation.) My second thought was that the wit-  
ness observed a high-flying aircraft carrying several bright strobe lights.  
These can appear to have a "sparking" effect and can be seen for miles.  
However, usually only 2 or 3 are carried on the aircraft I have seen - 2  
on the wing and one on the fuselage giving a "T" configuration. The facts  
that no noise from it was heard nor conventional running lights seen seem  
to rule out an aircraft. (Although strobe lights might appear to be  
spark-like.) Its apparent size was quite large (even if exaggerated unin-  
tentionally), and it passed directly over the observer so one would think  
that engine noise and running lights would have been easily noticed if an  
aircraft were involved.



In the event others may have reported this object to the police or to nearby Fort Devens, I phoned the following places:

Shirley Police Dept. - No reports noted on blotter  
(617/425-4377) (Local airport closed after dark)

Harvard Police Dept. - No reports noted on blotter.  
(617/456-3321) Said that sometimes there are low-flying crop-dusting aircraft over local apple orchards but that they fly only in the daylight hours.

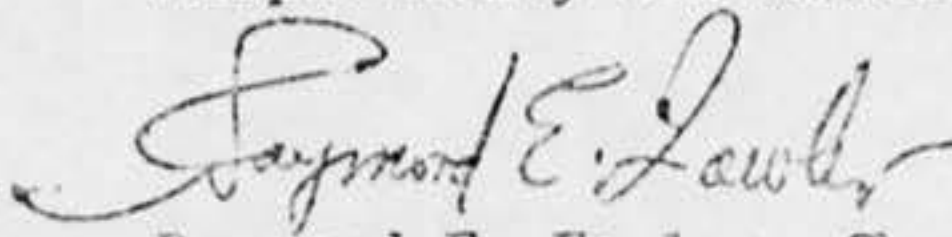
Littleton Police Dept. - No reports noted on blotter.  
(617/486-4144)

Fort Devens - I talked to various Base Operations  
(617/796-3911) personnel who told me that they had received no UFO reports and that no aircraft from that field was airborne. They did state that sometimes during daylight hours a helicopter operating out of Albany, New York will run a low-level check on powerlines but never at night.

Although I am tempted toward a probable-aircraft classification, the overall data seems to rule this out if the witness's impression is taken at face value. I phoned and requestioned Mr. [REDACTED] very closely and his reaction to the aircraft suggestion was strongly negative. He said he had gone through the motions of trying to identify it with something conventional and found what he was watching "hard to believe" yet there it was. The lights, according to him, were "not like strobe lights" and flashed or "sparked" in a peculiar random pattern around what appeared to be a curved surface. It was too dark to see but the light arrangement suggested a partially-lighted circular object. His "impression" was that it was large and flying at about 3000-5000 feet.

My evaluation is that this sighting should be classified as a low-weight unknown. Its presence over "new" powerline construction is noteworthy although perhaps only coincidental. The witness is considered highly reliable and has a technical background in engineering as well as holding a responsible supervisory position. (See Data Sheets).

Respectfully submitted,



Raymond E. Fowler, Chairman



①  
AS FIRST  
CELL

45°

— \* —  
OBSERVATION

HORIZON

②

80°

— \* —  
OBSERVATION

— \* —  
OBSERVATION

③

90°

— \* —  
OBSERVATION

OBSERVATION

5

— \* —  
OBSERVATION



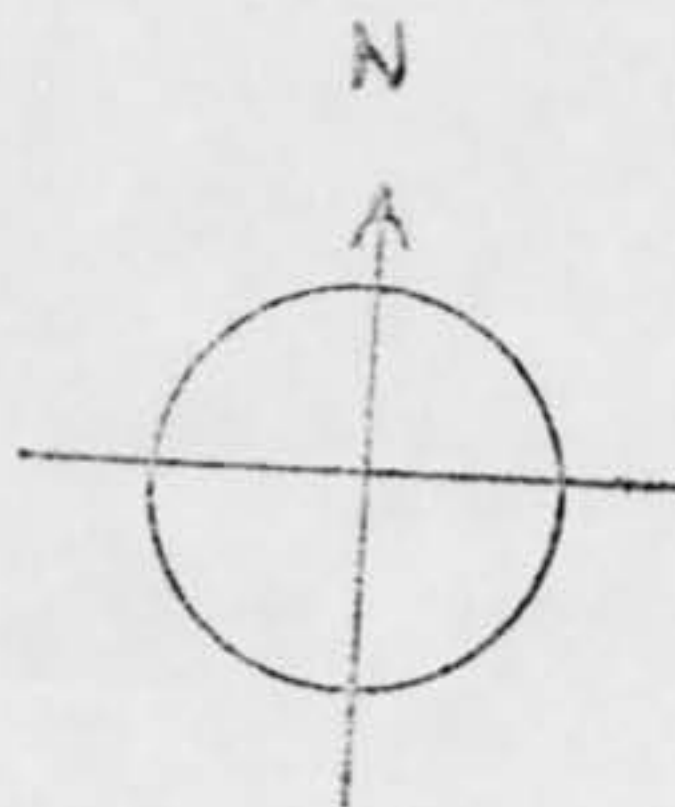
VIEW OF UFO AS IT PASSED DIRECTLY OVERHEAD

"sparking" white lights

Direction  
of UFO  $90^{\circ}$

Occasional white  
trailing beam from  
rear "sparking"  
light

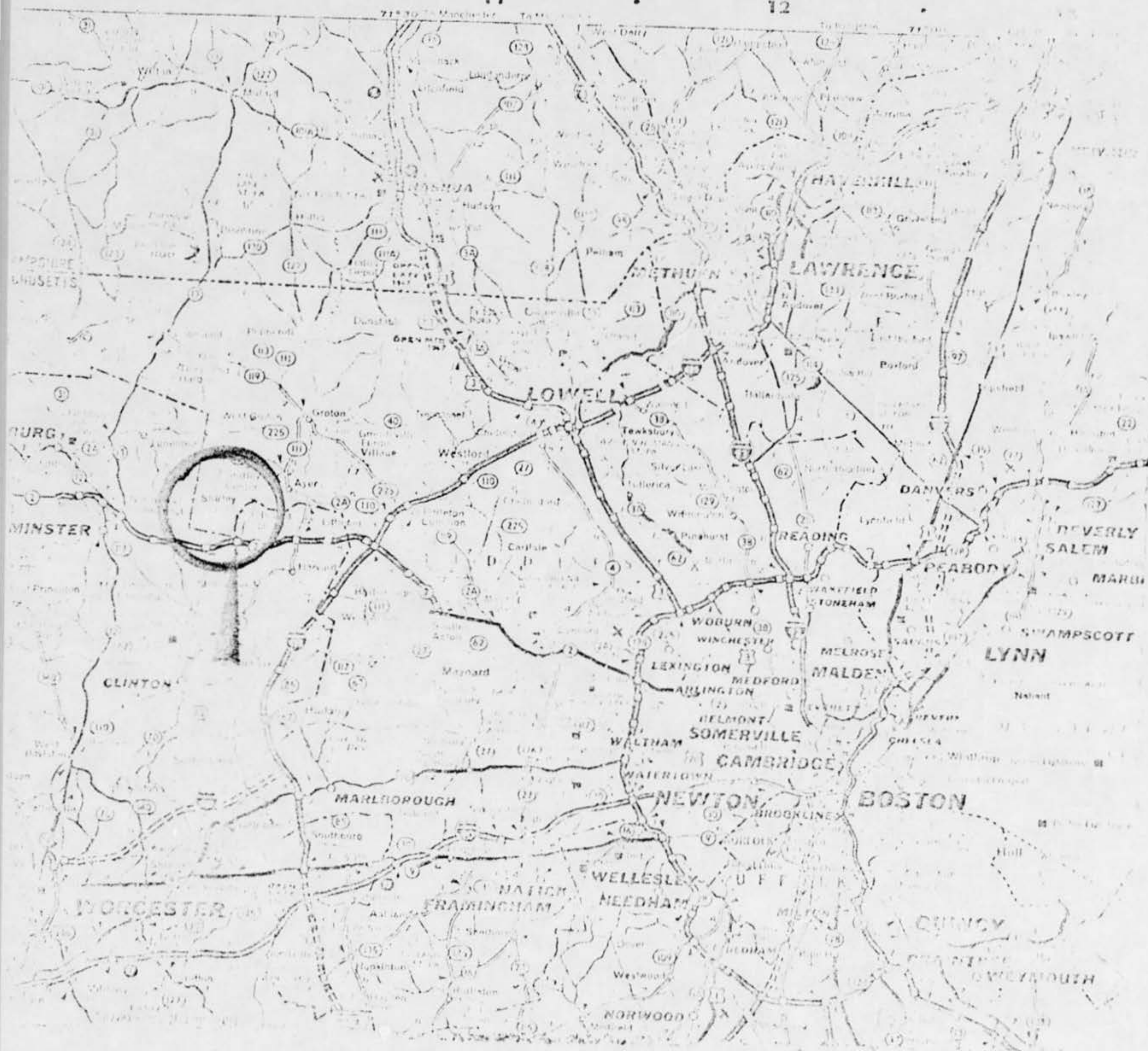
WIND DIRECTION  
 $150^{\circ}$   
(15 knots)





FILE FROM ANY SHELL DEALER  
10

71° 30' 11" 12







**LEGEND**

■ HYDRO-ELECTRIC PLANTS	345000 VOLT CIRCUITS
■ STEAM-ELECTRIC PLANTS	230000 VOLT CIRCUITS
■ STEAM- AND HYDRO-ELECTRIC PLANTS	115000 VOLT CIRCUITS
■ DIESEL OR GAS TURBINE ELECTRIC PLANTS	69000 VOLT CIRCUITS
△ SUBSTATIONS	CIRCUITS LESS THAN 69000 VOLTS
	STORAGE DAMS
⊕	UNDER CONSTRUCTION OR SCHEDULED FOR CONSTRUCTION

PRINCIPAL LINES, PLANTS AND STATIONS OF NEW ENGLAND ELECTRIC SYSTEM COMPANIES SHOWN BY SOLID SYMBOLS

LINES, PLANTS AND STATIONS NOT A PART OF NEW ENGLAND ELECTRIC SYSTEM COMPANIES SHOWN BY BROKEN SYMBOLS

SCALE OF MILES

NICAP MASS SUBCOM UFO REPORT/ELECTRICAL POWER MAP (SHEET 2)



PLEASE PRINT CLEARLY

Interviewed by *Charles Albright*

on *10-15-69*

Location of Sighting: *Route 2, Wenham, Mass.* Date of Sighting: *10-15-69*

Name of Observer: *[REDACTED]*

## UNIDENTIFIED FLYING OBJECTS PROJECT

### DATA SHEET - UNIDENTIFIED FLYING OBJECT(s)

Please answer the following questions concerning the Aerial Phenomena you observed. The data will be used for research purposes. Thank you for your cooperation in this matter.

Return to: Raymond E. Fowler, CHAIRMAN Tel. 468-4815  
NICAP MASSACHUSETTS SUBCOM.  
13 Friend Court, Wenham, Mass.

### UFO SIGHTING REPORT

#### I. PERSONAL ACCOUNT

In your own words, Please describe the incident as it happened. (If additional pages are needed, be sure they are numbered.)

*Driving Home on Rt. 2. Heard noise which I saw  
A NUMBER OF SPARKING LIGHTS. IT APPEARED TO  
BE OVER A NEWLY INSTALLED POWER LINE  
SECTION. I STOPPED JUST BEFORE THE EXIT  
TO OBSERVE THESE LIGHTS AND IT APPEARED  
THAT TO BE NORTH. EAST ON RT. 2 I  
TURNED OFF MY ENGINE AFTER A FEW  
CARS PASSED BY TO LISTEN FOR SOME  
KIND OF AN ENGINE FOR ITS POWER. IT  
MADE NO SOUND THAT I HEARD. THE  
SPARKING LIGHTS WERE LIKE THE SPARK APPEARING  
FROM A PLUG IN A LIGHTER ONLY OF GREATER  
MAGNITUDE. THEY FLASHED IN A PULSING PATTERN  
SEVERAL TIMES IN A ROW LIKE THE SPARKS  
WITH ONE MORE FREQUENT FLASH IN THE MIDDLE.  
THE FLASH IN THE MIDDLE ALSO APPEARED TO BE  
LARGER AND BRIGHTER THAN THE OTHERS. IT  
6 TIMES OF 6 TIMES IN A ROW. I SAW THE LIGHTS*



October 29th, 1901

Dear Action Line; I (W. L. Air Force  
219 & Dearborn)

Last night (Tuesday) I sighted  
a U. F. O. I know that sounds funny  
but its true.

I'd take a lie detector  
test, I'd swear on three bibles,  
I would even let you print my  
letter, and risk my reputation.

Here's the whole uncut,  
and I swear to the Lord in  
heaven, true story.

It was 2:00 a.m. early  
Tuesday morning, I couldn't sleep,  
so I decided to go outside and  
get some air.

It was clear, the stars  
were brighter than I ever saw  
in the city.

And with just returning  
from Minnesota, I was quite amazed  
in how bright the stars were.

I then noticed something  
strange in what I thought was  
a star, or a planet in the East.

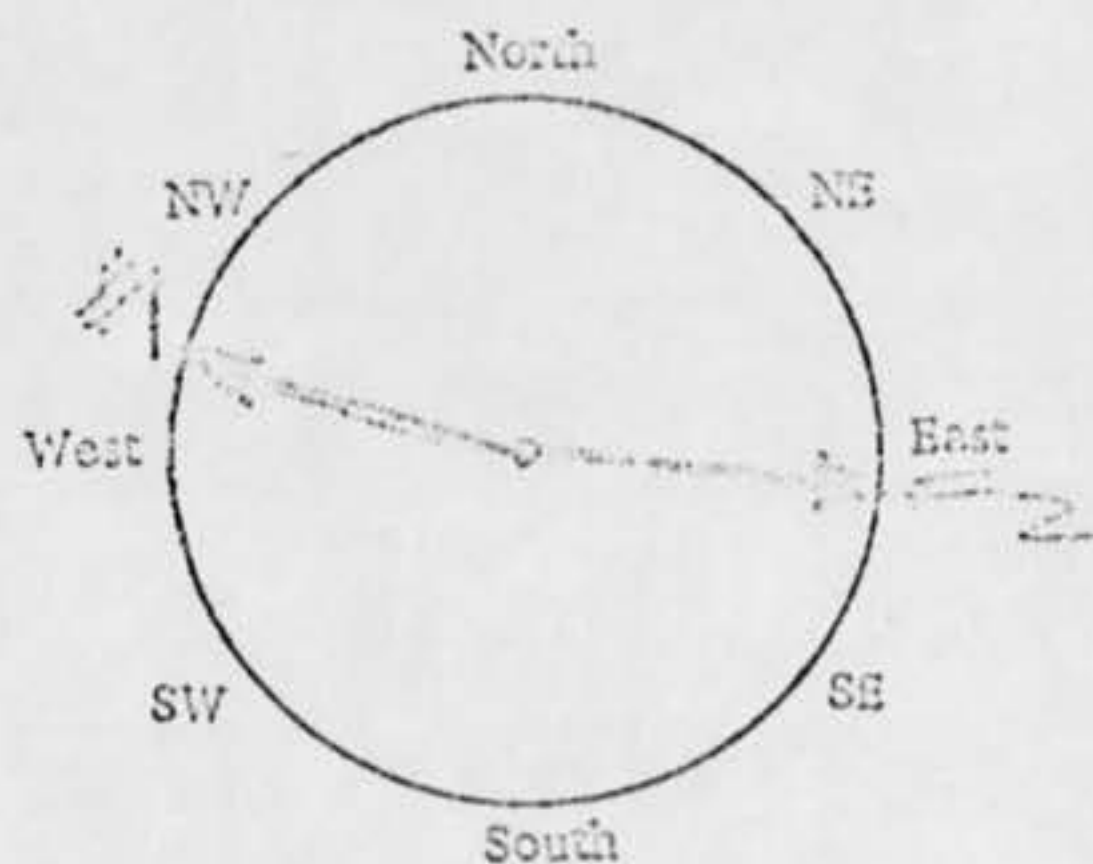
It started to move, first  
it was bright yellow, then turned  
to a bright, very bright reddish



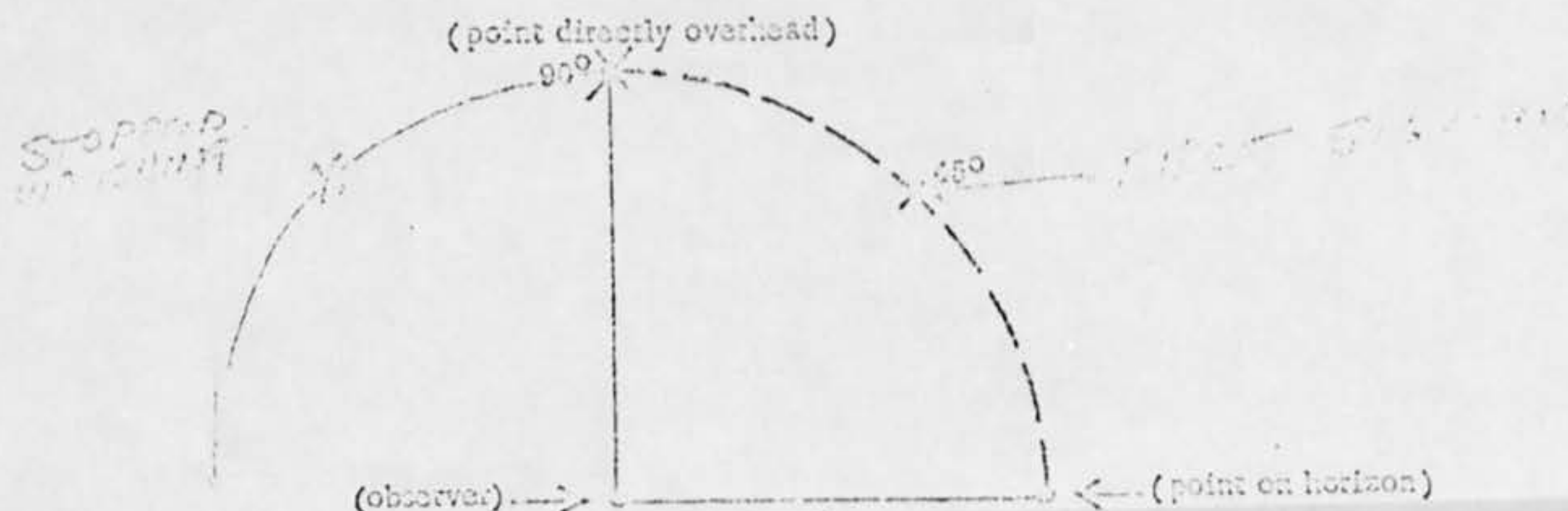
Note to observer: In filling out this form, please be as complete and accurate as possible. Some of the information asked for may not apply to your sighting or may be unavailable to you. In such cases, please indicate.

## II. ENVIRONMENTAL SITUATION

1. What was your exact location when you observed the UFO(s)? (include the name of the city or town you were in, or the distance to the nearest city or town.) 6725 S. 10th, Lincoln, NE
2. What was the date? Oct. 14, 1949
3. How long did you observe the object(s)? Hours: — Minutes: 5 Seconds: —  
 From — A.M. 8:40 P.M. 8:45 ZONE (When FIRST seen)  
 To — A.M. 7:45 P.M. 8:50 ZONE (When LAST seen)
4. Assuming you had stayed in one place, what is the longest time you COULD HAVE OBSERVED the UFO(s)?  
 Hours: — Minutes 7 Seconds: —
5. How did you first happen to notice the object(s)?  
FLASHING LIGHTS
6. What had you just been doing?  
DRIVING
7. A. In what direction did you FIRST see the Object(s)? (Indicate this in the diagram by drawing an arrow from the center of the circle (observer's position) to the point on edge representing the object's position. Label this point No. 1.)  
 B. In what direction did you LAST see the object(s)? (Indicate by drawing a second arrow labeled No. 2.)



8. Estimate the MINIMUM distance and altitude of the object(s) from you and how you determined this measurement.  
 a. distance: \_\_\_\_\_ b. altitude: \_\_\_\_\_
9. Estimate the elevation (in degrees) of the object(s) in the sky. Mark position on the dotted line in the diagram. If elevation of object changed, please mark BOTH highest position and lowest position.





10. Did you observe the object(s) through any of the following? (Circle) Include information on type of equipment: model, type of film, filters, etc. (See question number 46.)

- |                 |                 |
|-----------------|-----------------|
| a. eyeglasses   | f. binoculars   |
| b. sunglasses   | g. telescope    |
| c. windshield   | h. theodolite   |
| d. windowpane   | i. still camera |
| e. movie camera | j. other        |

11. Was object(s) observed by radar? \_\_\_\_\_ If so, where was the radar located? (Give name(s) of radar operator(s) and information on speed and flight path(s), if available.)

12. Please describe weather conditions and type of sky; i.e. bright daylight, nighttime, dusk, etc. Were stars or moon visible? NO MOON WAS VISIBLE AT THE TIME BUT OBJECT HAD A GOOD BACKGROUND OF STARS, BRIGHT & CLEAR

13. Was there any wind? YES If so, please give direction and speed as accurately as you can.

ABOUT 5-7 MPH HEADING EAST OBJECT, NOT UNDER NO EAST

14. What was the position of the sun and/or the moon in relation to object(s) and to you? (Please explain.)

N/A

15. Briefly describe the type of terrain in the area.

RAILWAY WITH TREES & BUSHES

16. Did you see any conventional aircraft in the area immediately before, during, or after the incident? NO

17. Please list any airport, military, governmental, or research installation(s) in the area. Are there any other unique features or landmarks (either natural or manmade) in the vicinity? If so, please describe.

CHERRY AIRPORT (NOT IN USE AT THE TIME)  
FT. DEVENIS AIR BASE


18. Sketch or include a map of the area, labeling north, your position, the apparent course or position(s) of object(s) and any other important landmarks. (Please use separate piece of paper for sketch and attach to this report.)

#### DESCRIPTION OF OBJECT(S)

19. Were you able to see the object(s) clearly? Please describe any limiting factors.

NO NOT ENOUGH LIGHT

20. Did you see more than one object? NO If so, how many? \_\_\_\_\_ Make a sketch showing formation and position changes

SPARKING LIGHTS 

\* SPARKING LIGHT WITH BRIGHT TRAILER DEAD END

21. Did the objects all appear to be similar to one another? N/A If not, describe the differences in question #22.

22. Please give a detailed description of the object(s), including shape, color, lights, surface features (if any), etc. Sketch the object(s) in detail according to your description.

SEE BACK OF THIS SHEET.



23. If only lights were seen, did they seem to maintain fixed positions relative to one another? In other words, could they have been attached to a solid object? Please explain.

Yes - see 24

24. Did object(s) leave any physical evidence of its presence (i.e. burns, radioactivity, disturbed ground, wreckage, other)? Please describe.

NO

Were any samples taken?

☐ Yes

☒ No

By Whom? \_\_\_\_\_

Where to? \_\_\_\_\_

Was any analysis done?

☐ Yes

☐ No

By Whom? \_\_\_\_\_

Please summarize results if known. If report is available, please attach copy.

25. Did object(s) make any sound? NO If so, what kind?

26. Did object(s) produce heat? NO If so, please explain.

27. Did object(s) produce an odor? NO If so, please describe it.

28. Did object(s) appear to be solid or gaseous? \_\_\_\_\_

29. Was object(s): (circle one) a. fuzzy or blurred?

b. like a bright star?

c. sharply outlined

30. How would you describe the brightness of the object(s)? (Circle one)

a. brighter than the sun?

b. brighter than the moon?

c. brighter than any star (or planet)?

d. brighter than the background?

e. same brightness as the background?

f. darker than the background?

g. other (explain)?

31. Was the object(s): (circle one)

a. self-luminous?

b. dull finish?

c. reflecting?

d. transparent?

32. (Circle the items which apply and DESCRIBE as clearly as you can.)

Did the object(s):

a. appear to rotate (as a whole or in part)?

f. leave any visible trail?

b. change shape?

g. drop anything?

c. change color?

h. separate into parts or explode?

d. change brightness?

i. disappear and reappear?

e. give off smoke or vapor?

j. appear to affect any animals?

33. Did the object(s) appear to affect any mechanical or electrical devices (i.e. automobile engine, headlights, radio, T.V., appliances, clocks, watches, etc.)? NO If so, please explain in detail. (include make, model, transmission type if automobile, etc.)

NO  
LIGHTS  
WAS

NO  
LIGHTS  
OBJECT  
LIVE



34. Can you describe the interior of the object(s) in any way? no

35. Do you have any reason to believe the object(s) was occupied? If so, please explain.

36. What was the APPARENT size of the object(s) compared with the following familiar objects?

(Note: The moon is the same size as a pencil eraser (1/4") held at arm's length) Please check the appropriate boxes.

THE OBJECT WAS

THAN

smaller	same size	larger	familiar objects
<input checked="" type="checkbox"/>			than a. faint star
<input checked="" type="checkbox"/>			than b. bright star
		<input checked="" type="checkbox"/>	than c. object half as large as the moon
		<input checked="" type="checkbox"/>	than d. the moon
		<input checked="" type="checkbox"/>	than e. dime at arm's length
		<input checked="" type="checkbox"/>	than f. nickel at arm's length
		<input checked="" type="checkbox"/>	than g. quarter at arm's length
		<input checked="" type="checkbox"/>	than h. half-dollar at arm's length
		<input checked="" type="checkbox"/>	than i. an orange at arm's length
	<input checked="" type="checkbox"/>		than j. other object at arm's length: PLEASE SPECIFY ( <u>1/2" eraser</u> )

37. What would you estimate the ACTUAL size of the object(s) to be (measured in feet along its greatest dimension)?

### III. MOVEMENT OF OBJECT(S)

38. In what direction was the object(s) traveling? EAST

39. Describe the movement of the object(s), including the path(s) and nature of motion (i.e. steady, wobbling, waving, jerky, etc.). Did it (they) move significantly with respect to background of stars or landscape? Sketch path(s) showing orientation of object(s) in sky.

Moved from in front of me, directly above me and passing behind me. It did move significantly with respect to the stars

40. Did object pass in front of or behind any fixed physical objects such as trees, clouds, mountains, buildings, etc. Describe any notable relationships to such objects if observed. no

41. Can you estimate the speed of the object(s) no How was this determined? \_\_\_\_\_

42. Did the object(s) disappear while you were watching? no If so, how? \_\_\_\_\_



43. Please give names and addresses of other witnesses, if any. Indicate relationship of witnesses to you, if it exists, and whether their sightings occurred before, during or after yours.
44. Have you seen other objects of an unidentified nature? NO If so, use separate forms or attached pages to describe these sightings.
45. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations or any other background material. IF PHOTOGRAPHS OR MOTION PICTURES ARE ENCLOSED, BE SURE TO INCLUDE ALL INFORMATION ON CAMERA TYPE, FILM TYPE, FILTERS, CAMERA SETTINGS, WHETHER DEVELOPED, ETC. ORIGINAL NEGATIVES ARE NECESSARY FOR PHOTOGRAPHIC ANALYSIS. If you wish to have items returned to you, please indicate.
46. Have any other groups or individuals interviewed you? If so, please give names and date of interview.

NO

Please give the following information about yourself:

FULL NAME: [REDACTED] AGE: 37 SEX: M

ADDRESS: [REDACTED] TELEPHONE - HOME: [REDACTED]

BUSINESS: [REDACTED]

PLACE OF EMPLOYMENT: [REDACTED]

OCCUPATION: Business Unit Supervisor

EDUCATION: HS GRAD

MILITARY SERVICE: None

SPECIAL TRAINING OR EXPERIENCE:

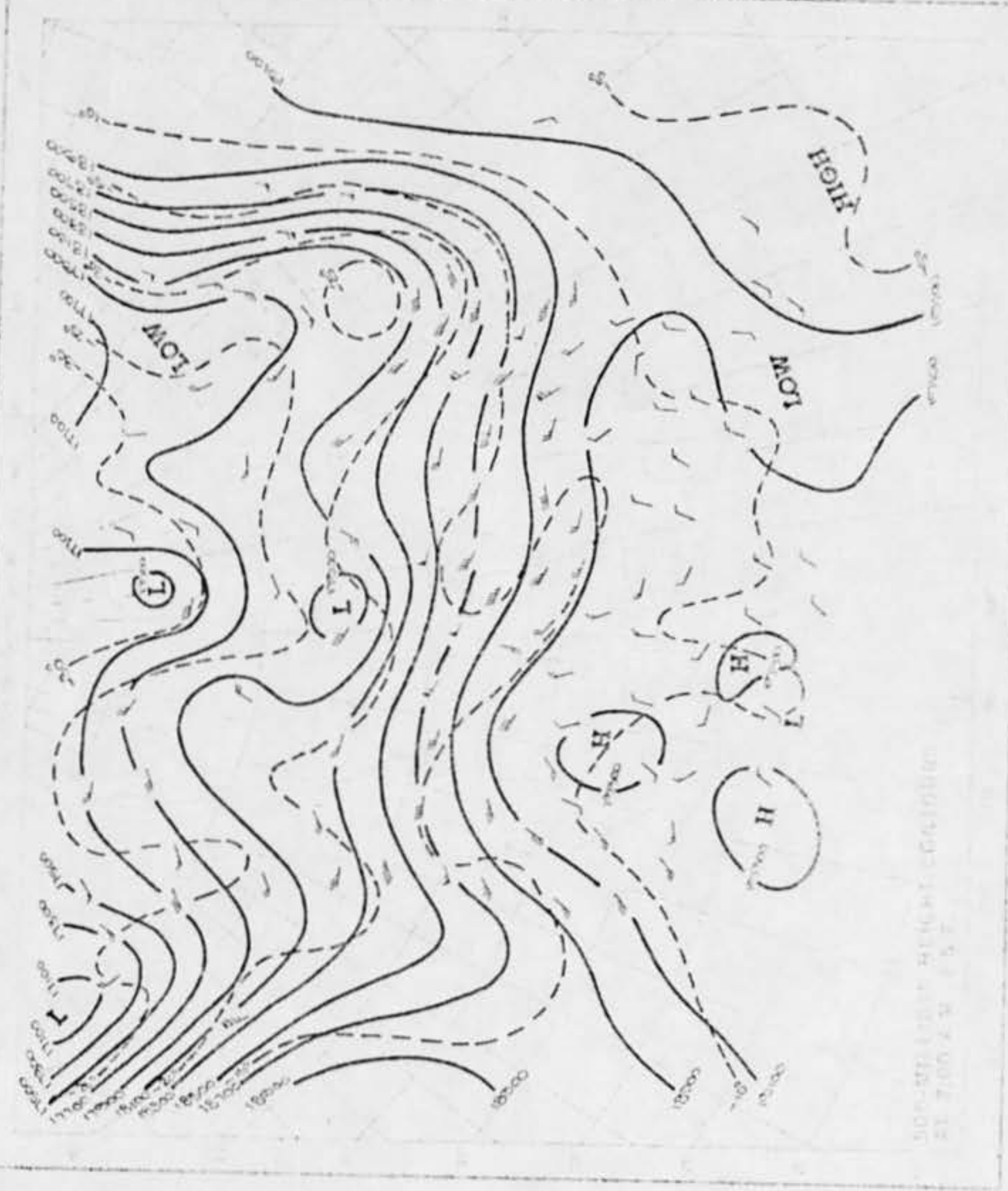
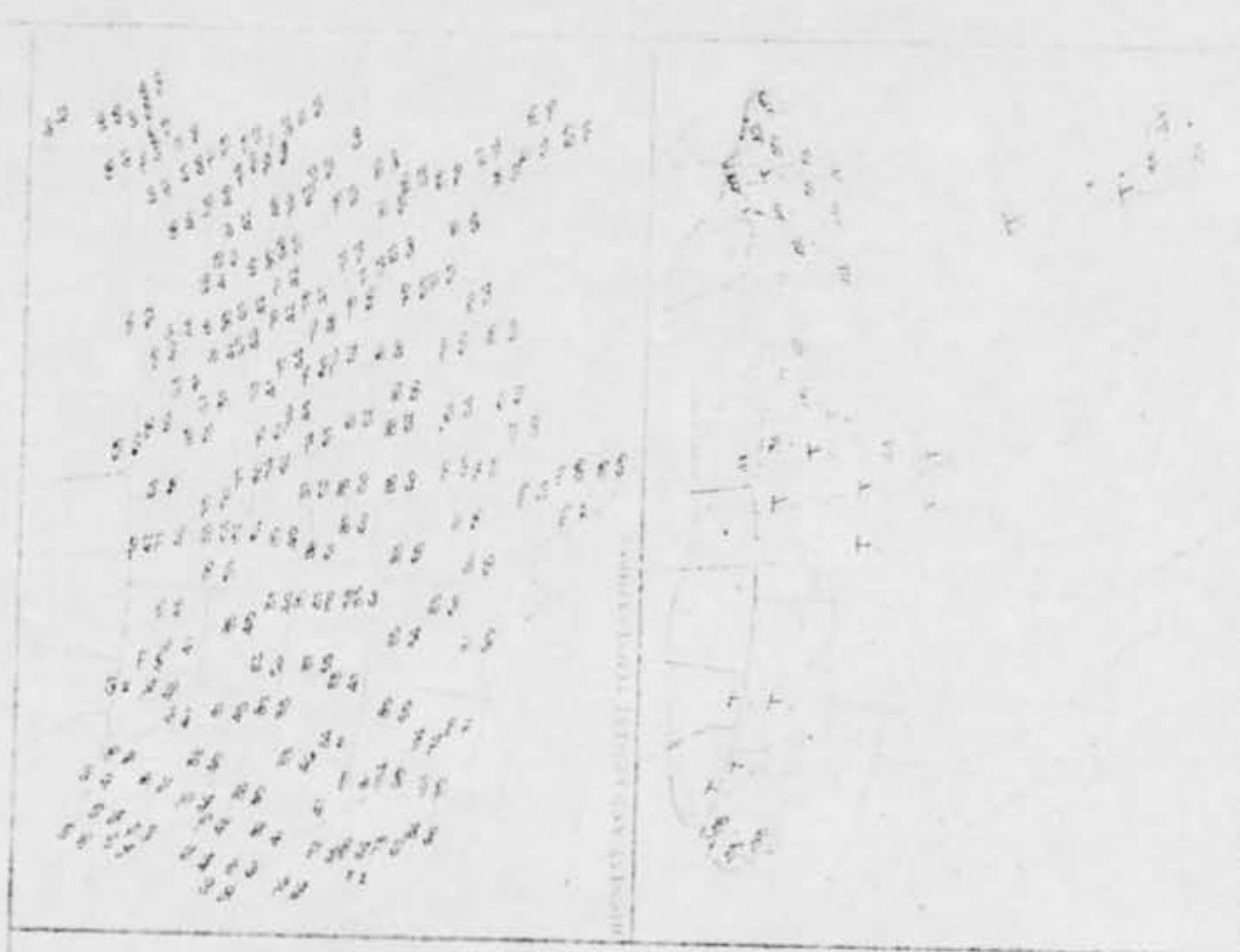
You may use my name in connection with this report: ☐

Prefer my name kept confidential: ☒

Date of filling out of this report: 10/15/68

Signature: [REDACTED]







MONDAY, SEPTEMBER 29, 1969





# DAILY WEATHER MAPS

WEEKLY SERIES SEPTEMBER 29-OCTOBER 5, 1969



The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, *Daily Weather Map*. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in *Daily Weather Map*. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$3.75 per 50 copies. Checks should

be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 6, 12, and 18 hours preceding map time are indicated by small black squares enclosing white crosses. Areas of precipitation are indicated by shading. The weather reports that are printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occasional apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet

above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.



For a copy of the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, Annual with orders \$2.50; Quarterly \$5.00 additional; Foreign surface mail \$2.50 additional. Single copies \$1.00. With check or money order payable to the Superintendent of Documents.

UNITED STATES  
GOVERNMENT PRINTING OFFICE  
DIVISION OF PUBLIC DOCUMENTS  
WASHINGTON, D.C. 20402  
OFFICIAL BUSINESS

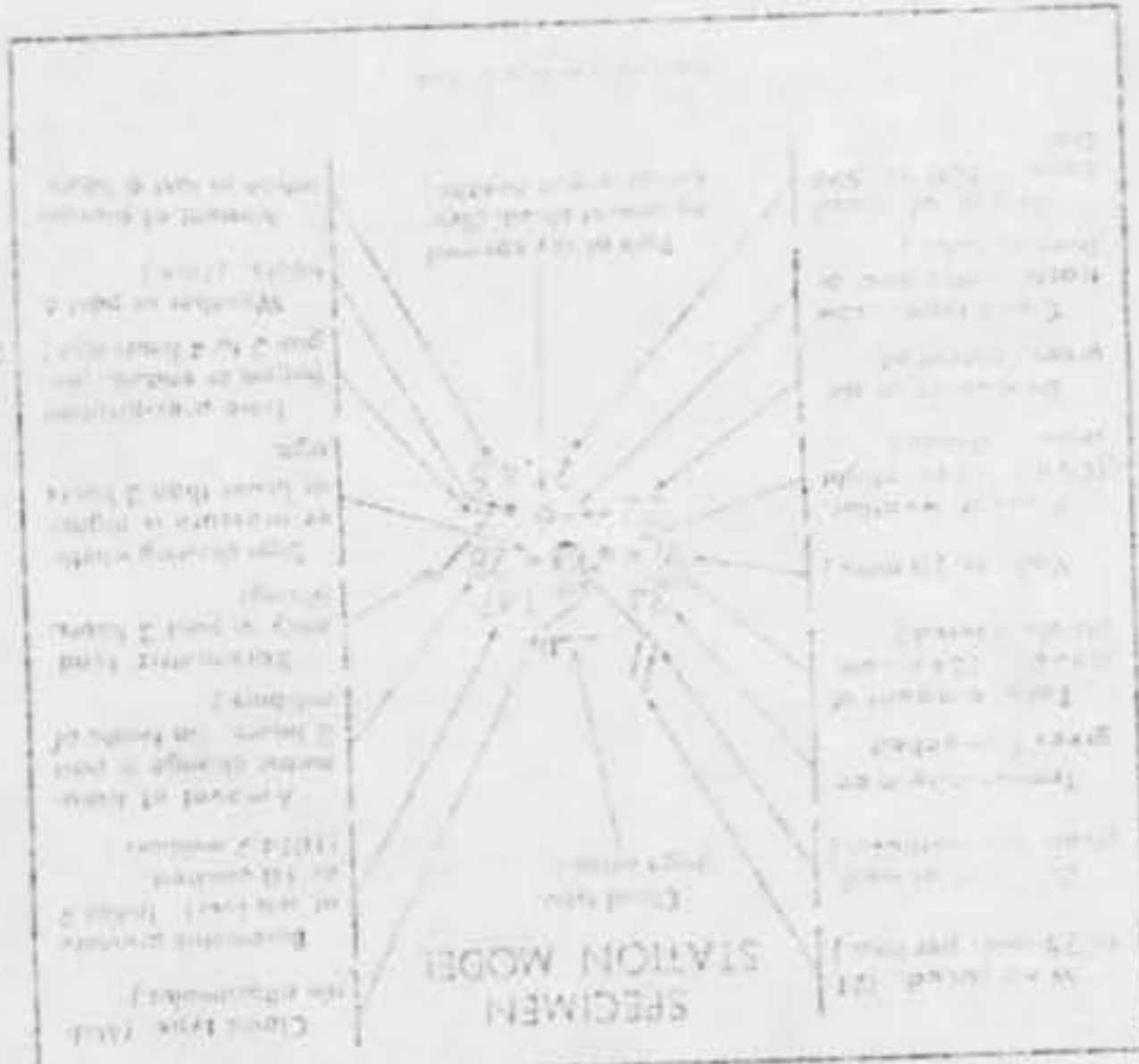
IMMEDIATE - U.S. Weather Report

FIRST CLASS  
MAIL



POSTAGE AND FEES PAID  
U.S. GOVERNMENT PRINTING OFFICE

1327-0  
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV  
AFSA-10FTR  
WRIGHT-PATTERSON AFB OH 45433 *4160*



Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point. The Precipitation Areas and Amounts chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet. The height contours are shown as continuous lines, and are labeled in feet. The height contours are shown as continuous lines, and are labeled in feet.

Surface Weather Map and the 500-Millibar Chart are the same as those used previously in *Daily Weather Map*. An explanatory sheet is available, and single copies may be obtained without charge from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$3.75 per 50 copies. Checks should





MONDAY, SEPTEMBER 29, 1969



II

color. I started north then  
headed south, took a  $35^{\circ}$  turn  
and headed east.

Took another  $35^{\circ}$  turn  
and headed west. By the time  
it disappeared it was 3:05 A.M.

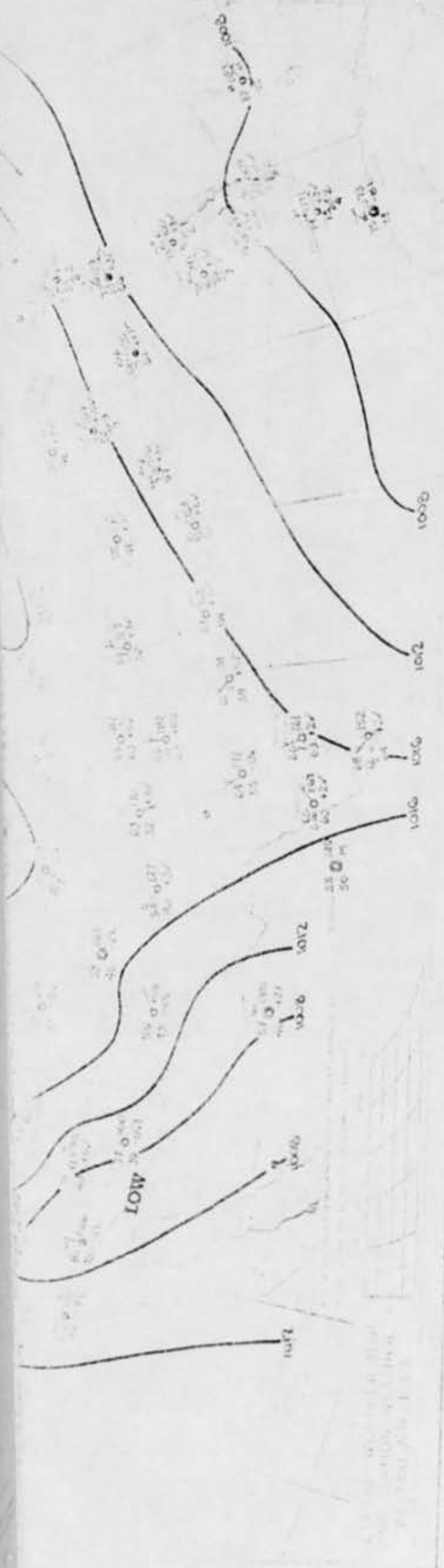
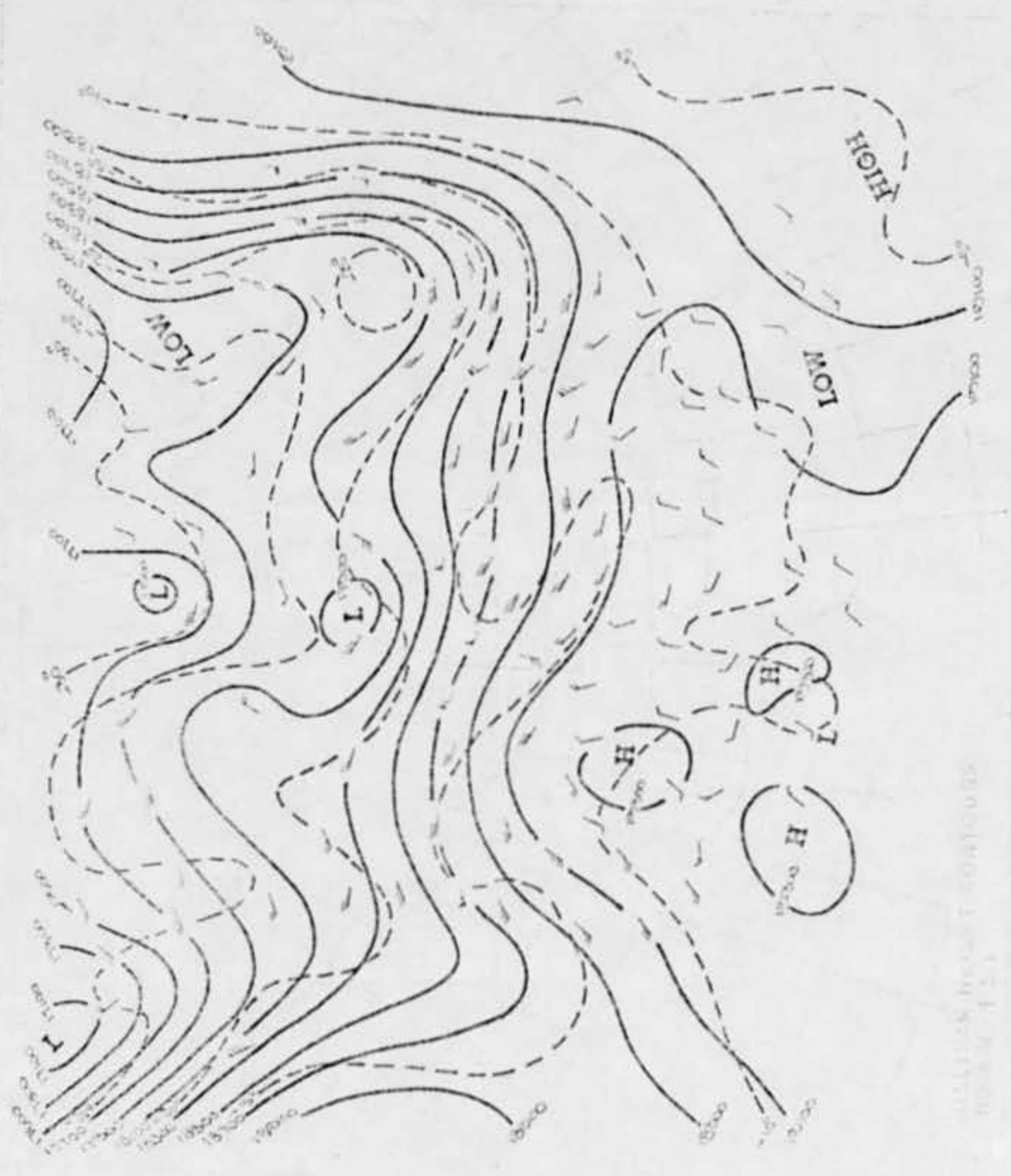
Enclosed you'll find  
a drawing of the U.F.O. Also  
I would like to know where  
I could contact the proper authorities.

Thank you for your  
time and trouble;

Yours, Truly

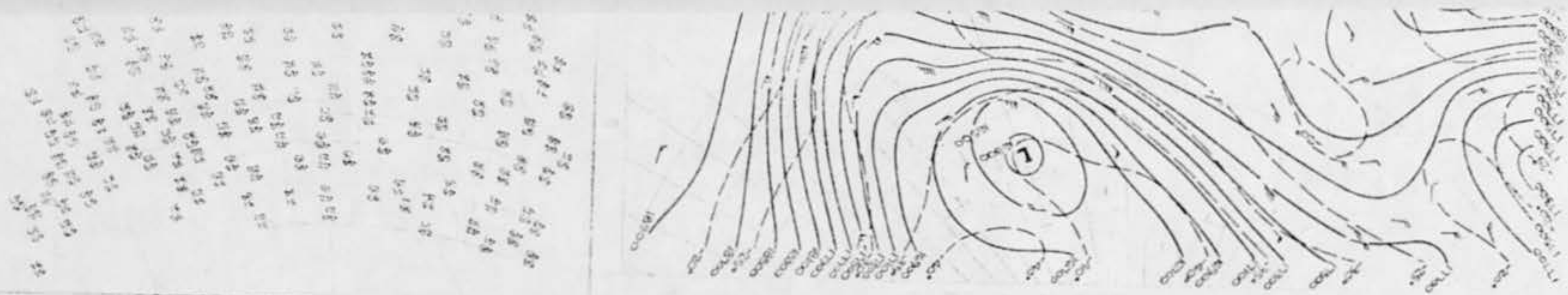
  
Chicago Ill. 60635.



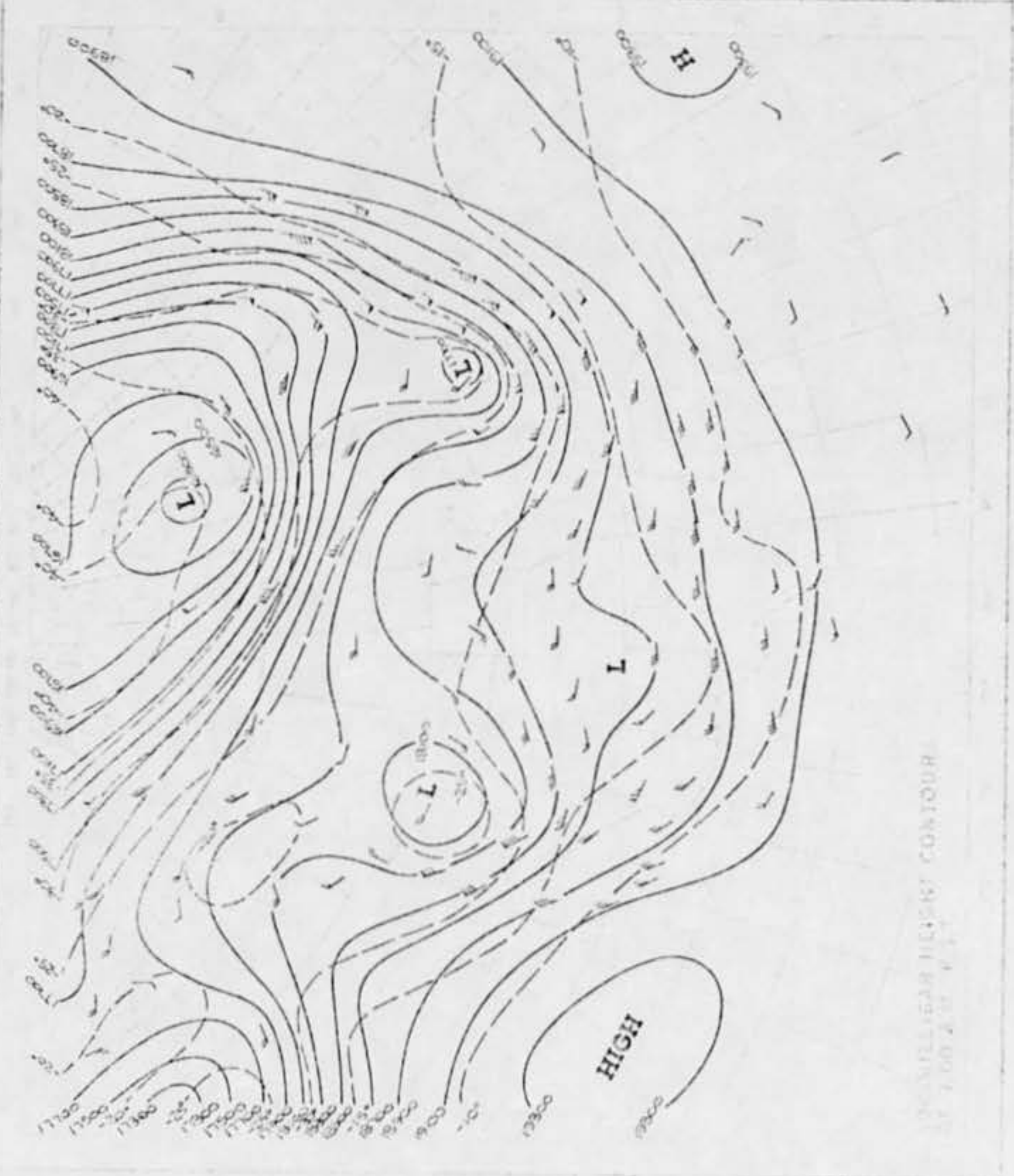
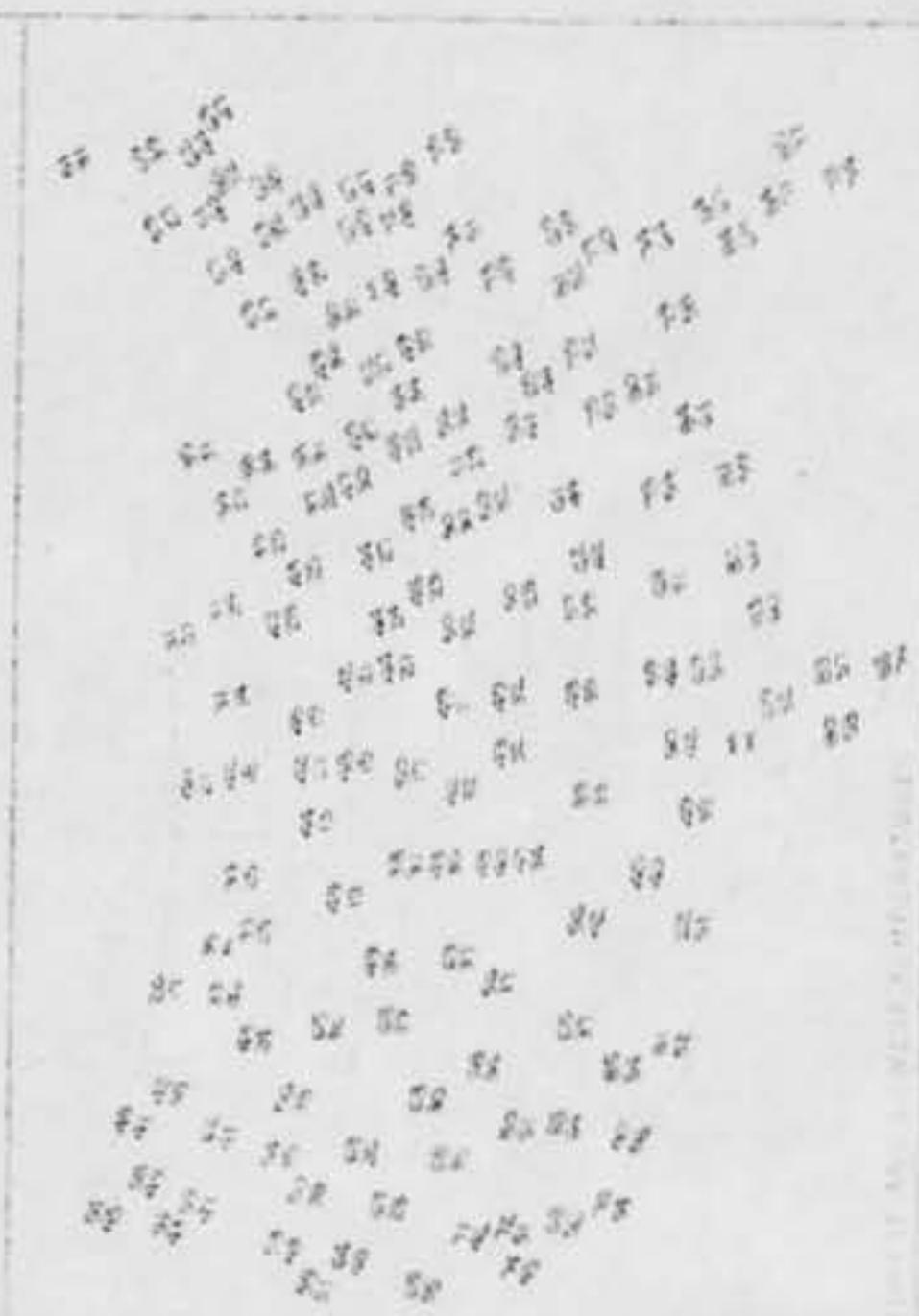
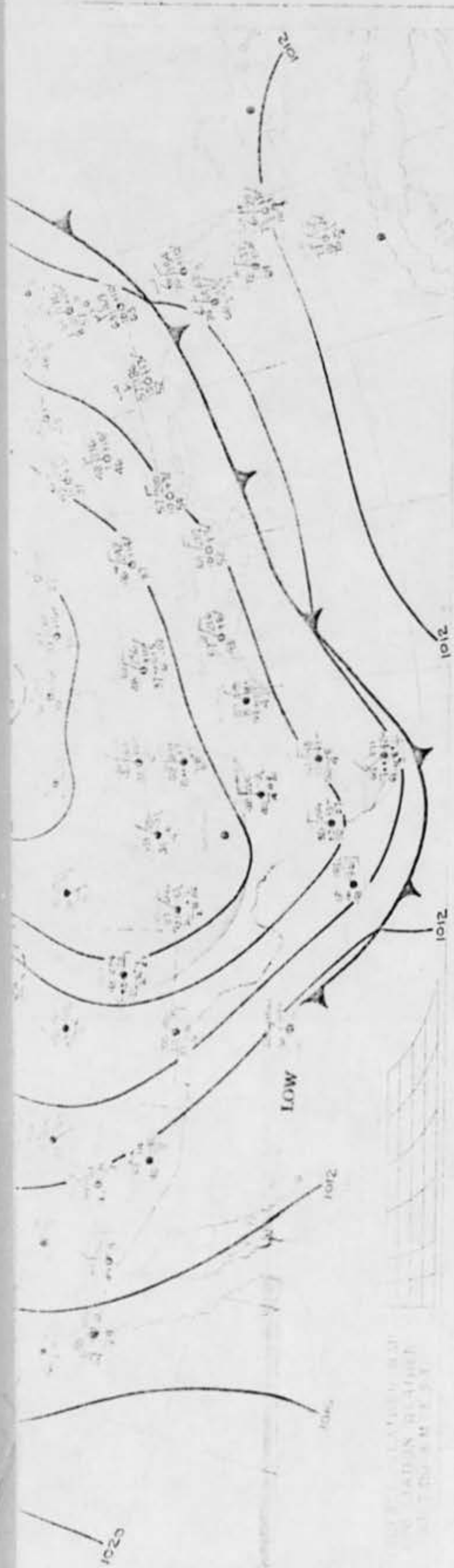




TUESDAY, OCTOBER 28, 1969





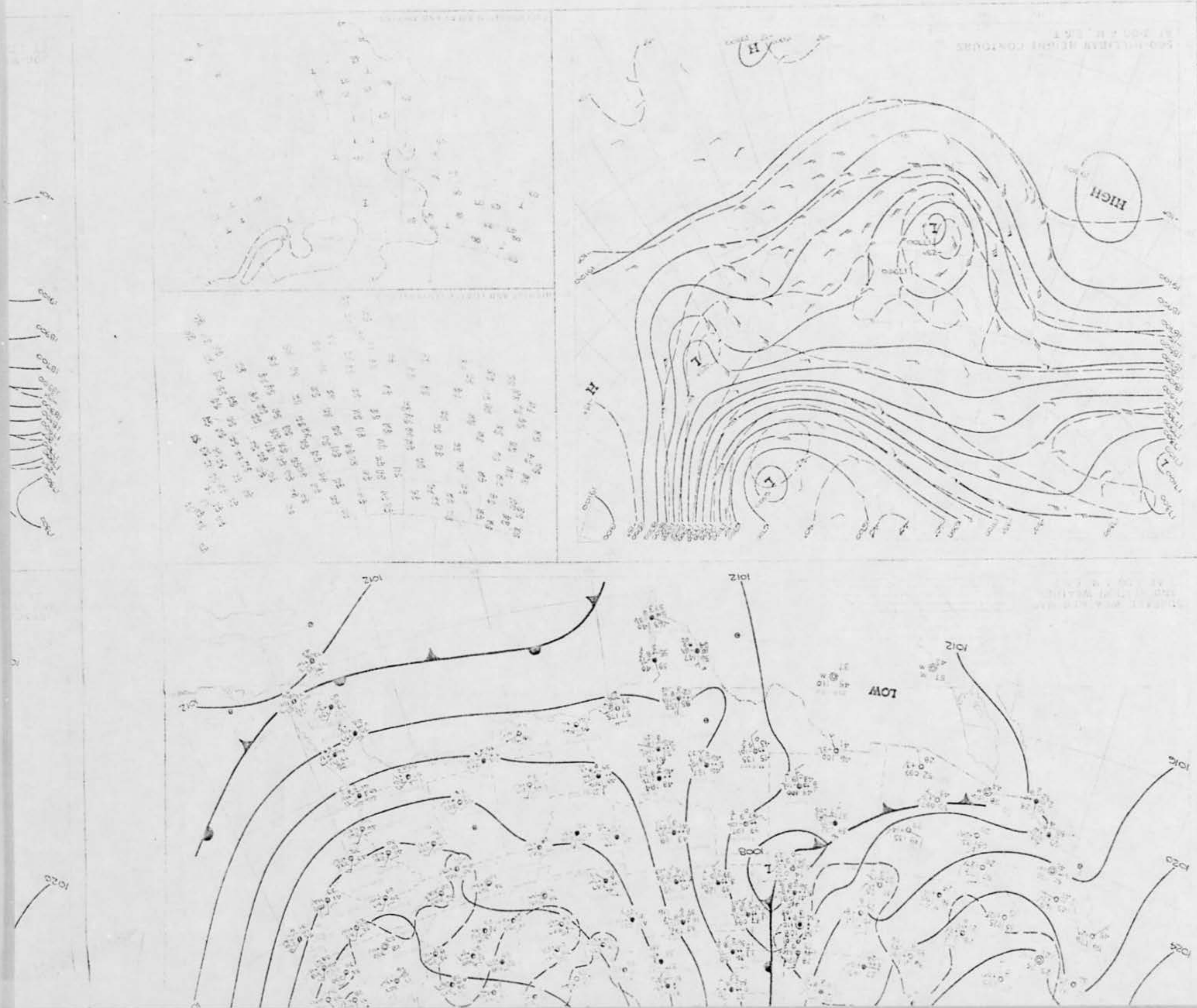




WEDNESDAY, OCTOBER 29, 1969



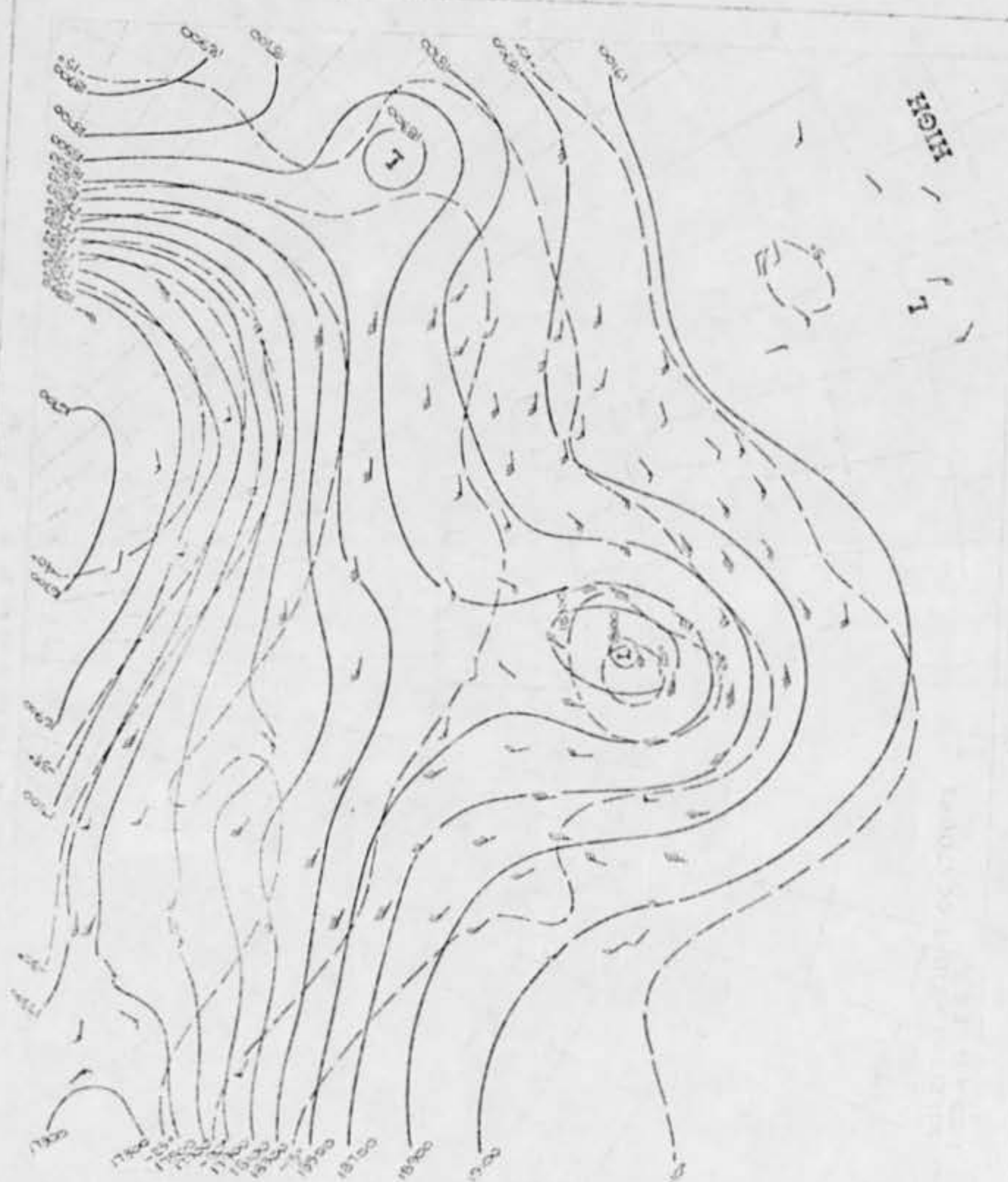








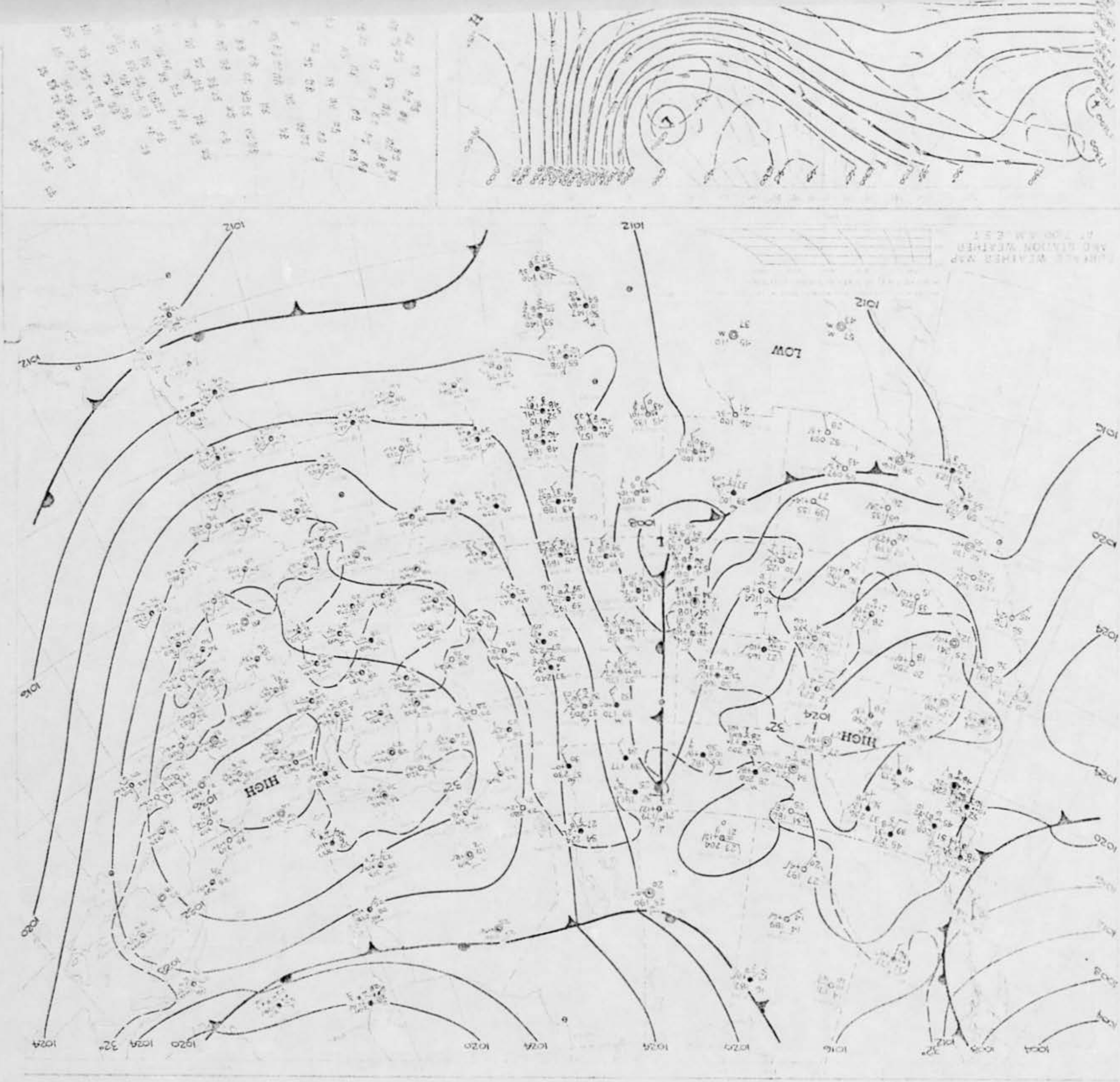




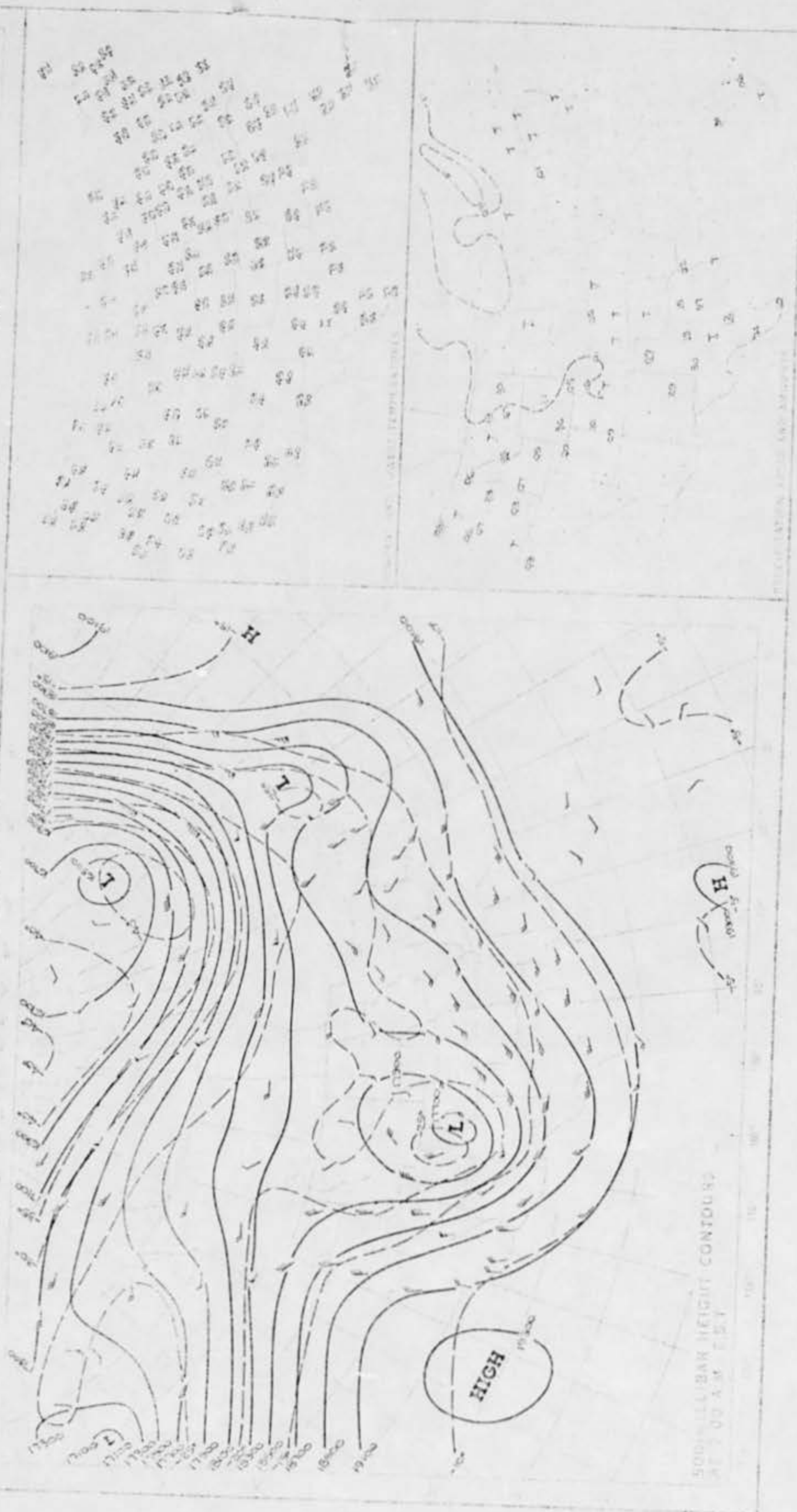
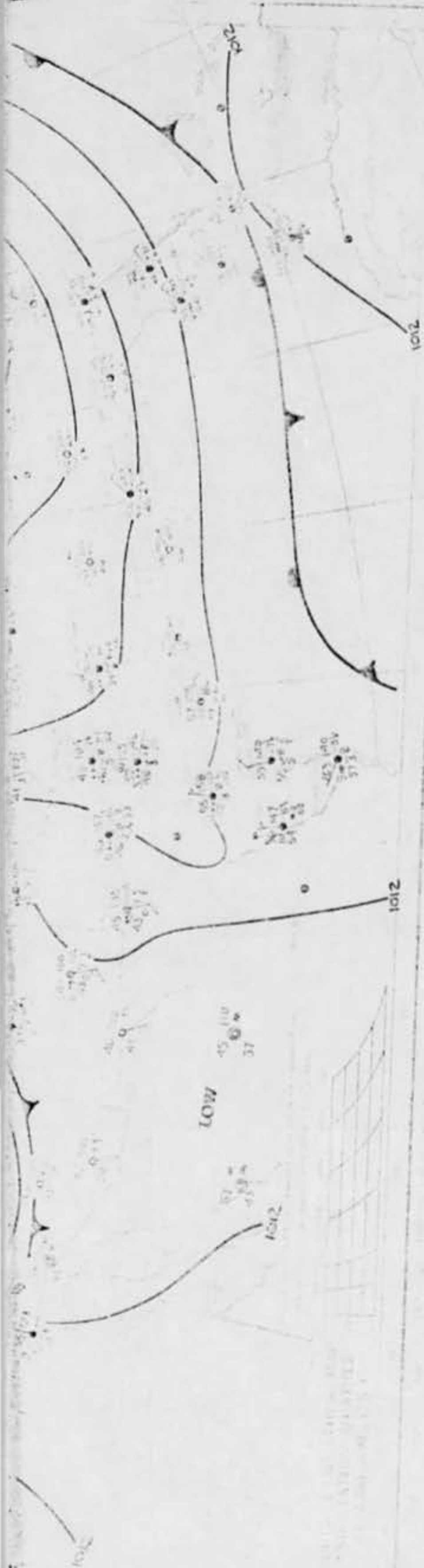


WEDNESDAY, OCTOBER 29, 1969

MONI

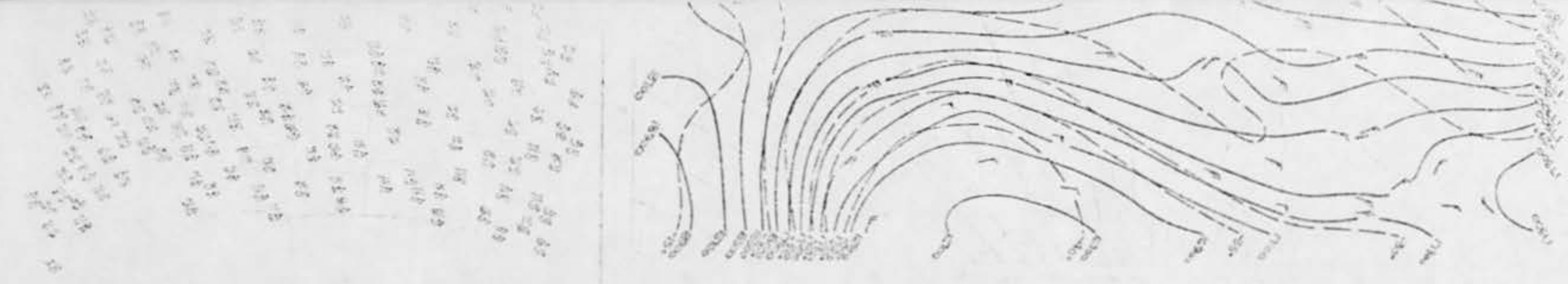
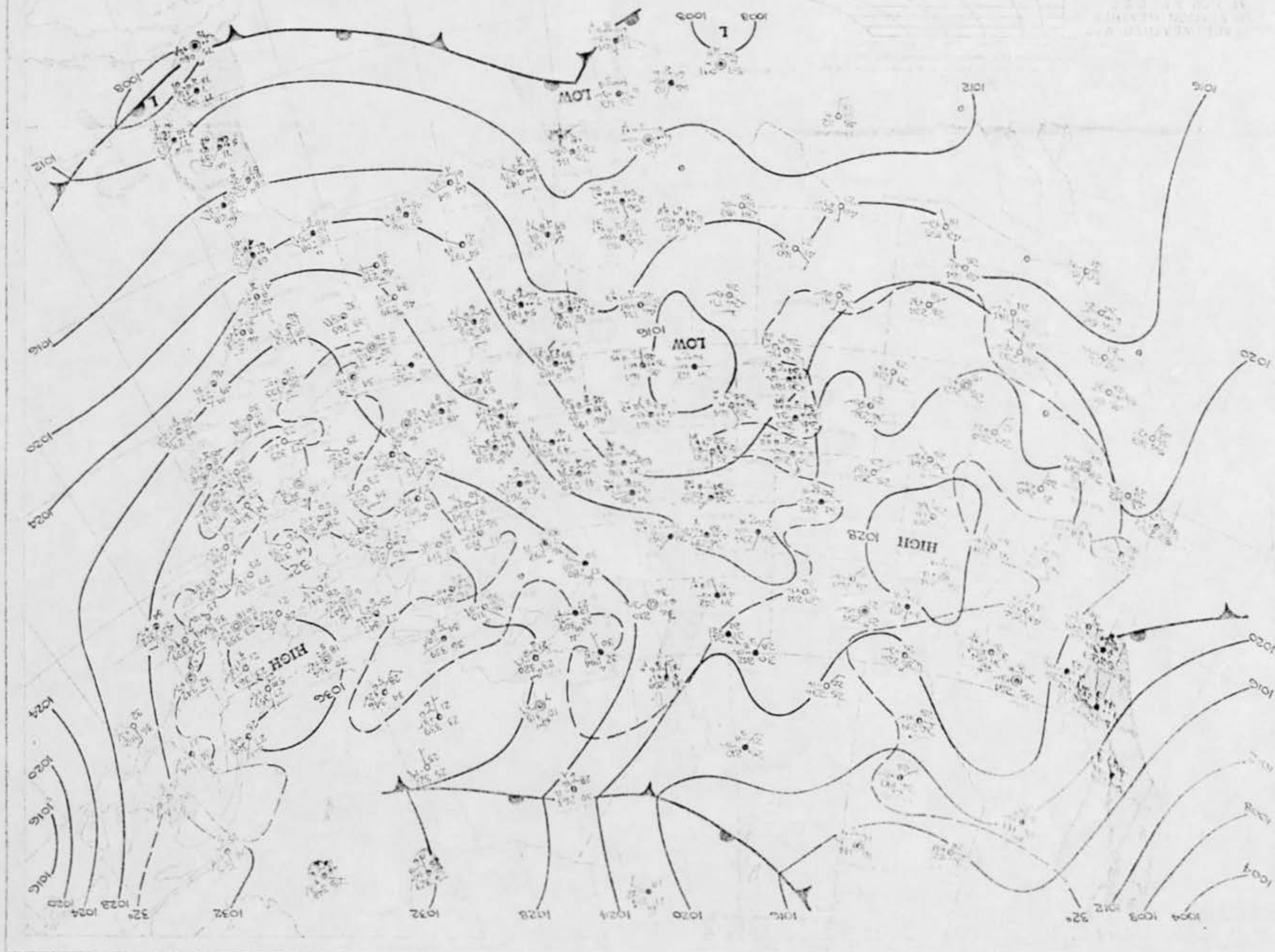




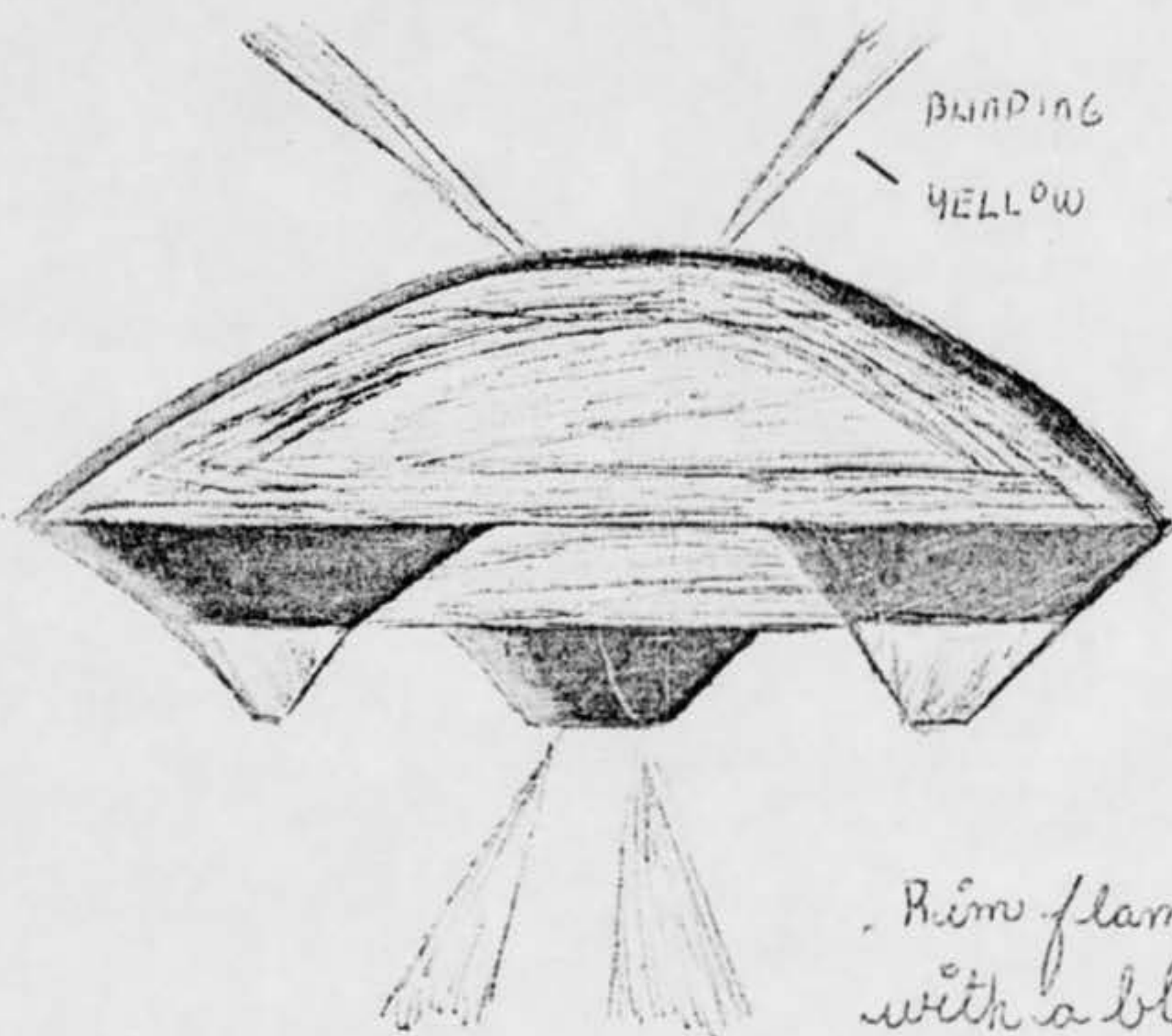




THURSDAY, OCTOBER 30, 1969





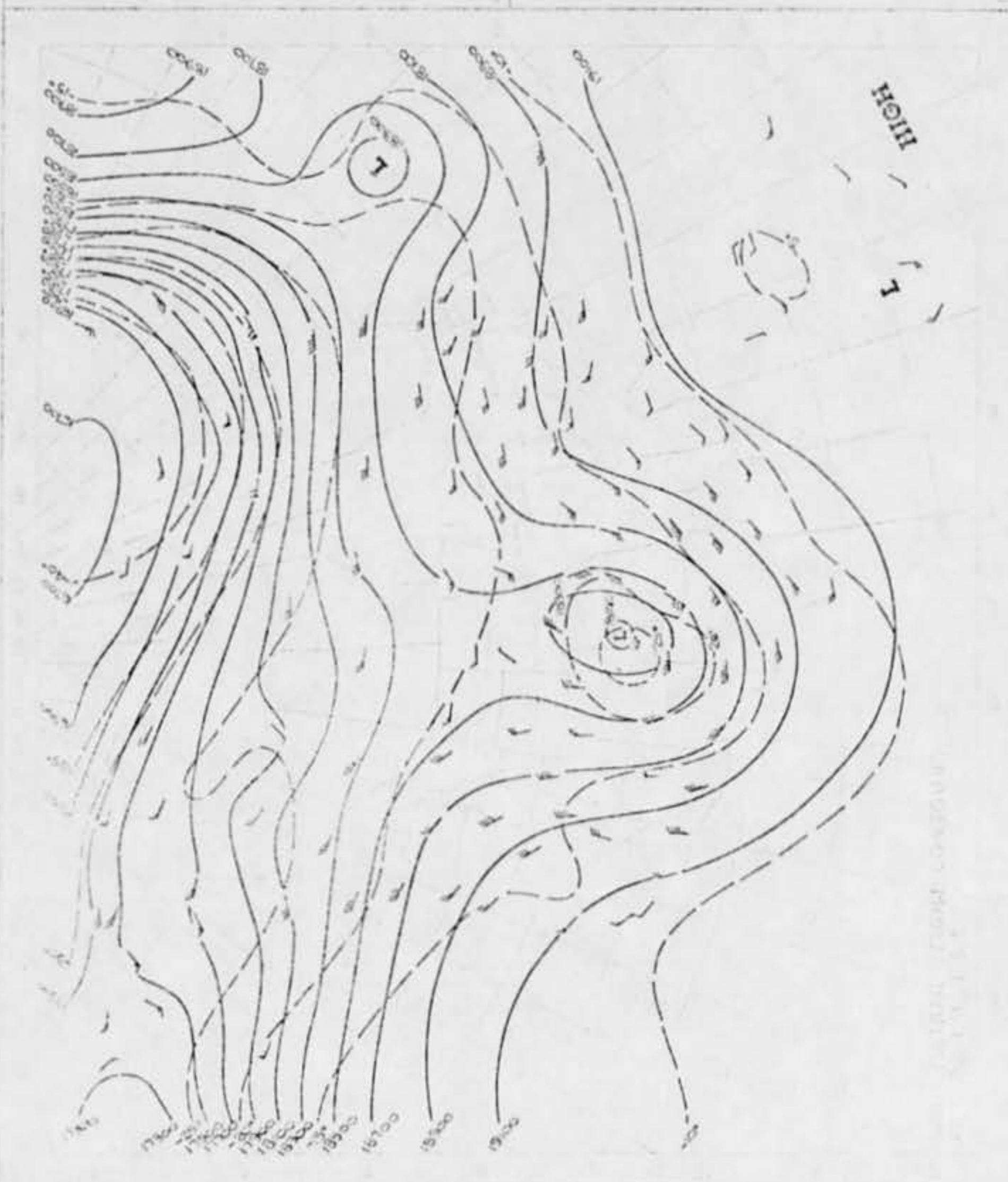
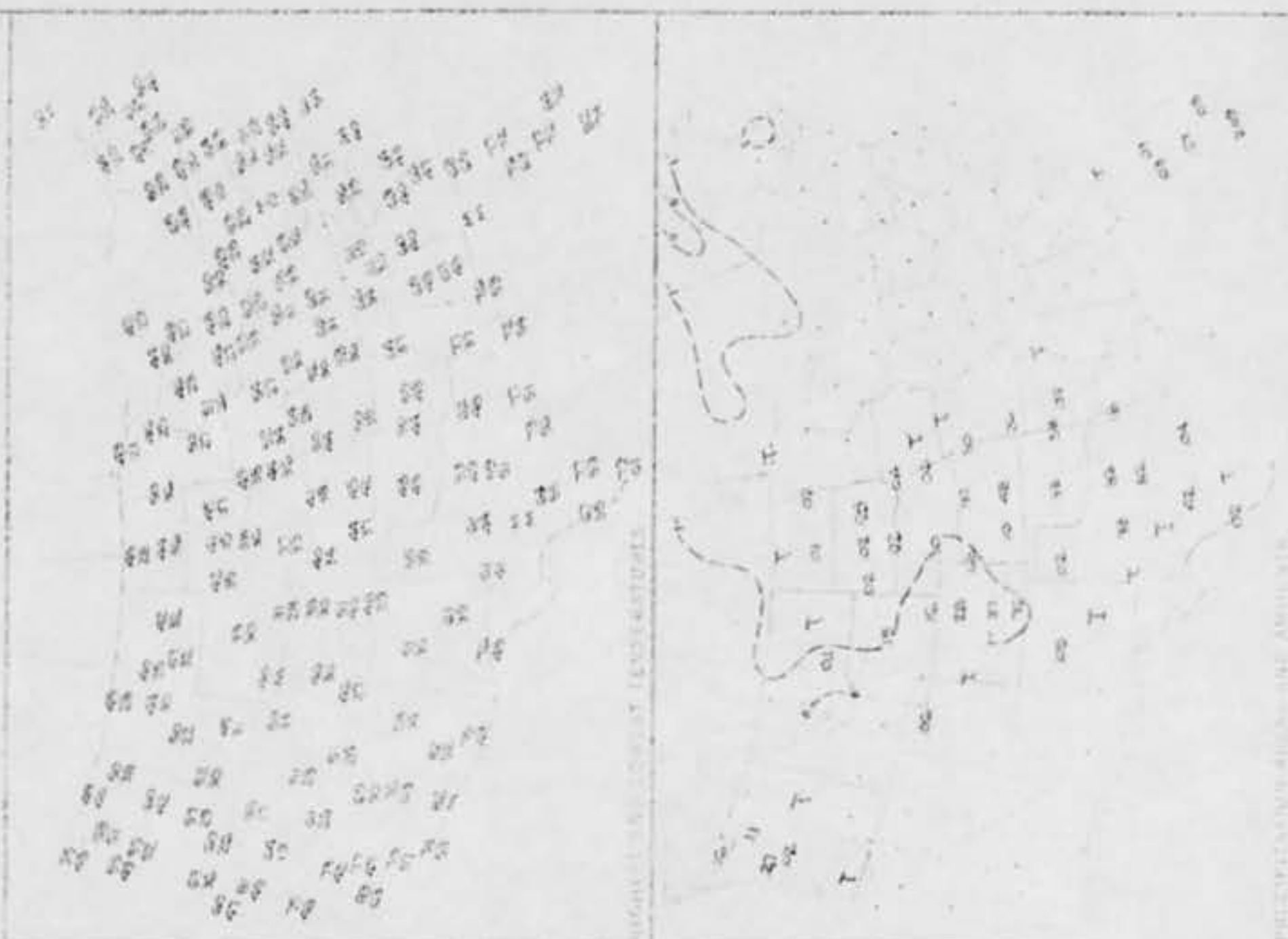


Rim flaming red  
with a blinding  
yellow center.  
Lights from topside  
to bottom probably  
retro rockets of some  
kind bright center  
probably bay portholes.  
BRIGHT YELLOW



Black line indicates  
directional line -  
Red line - indicates stop-  
ping and change of  
direction.

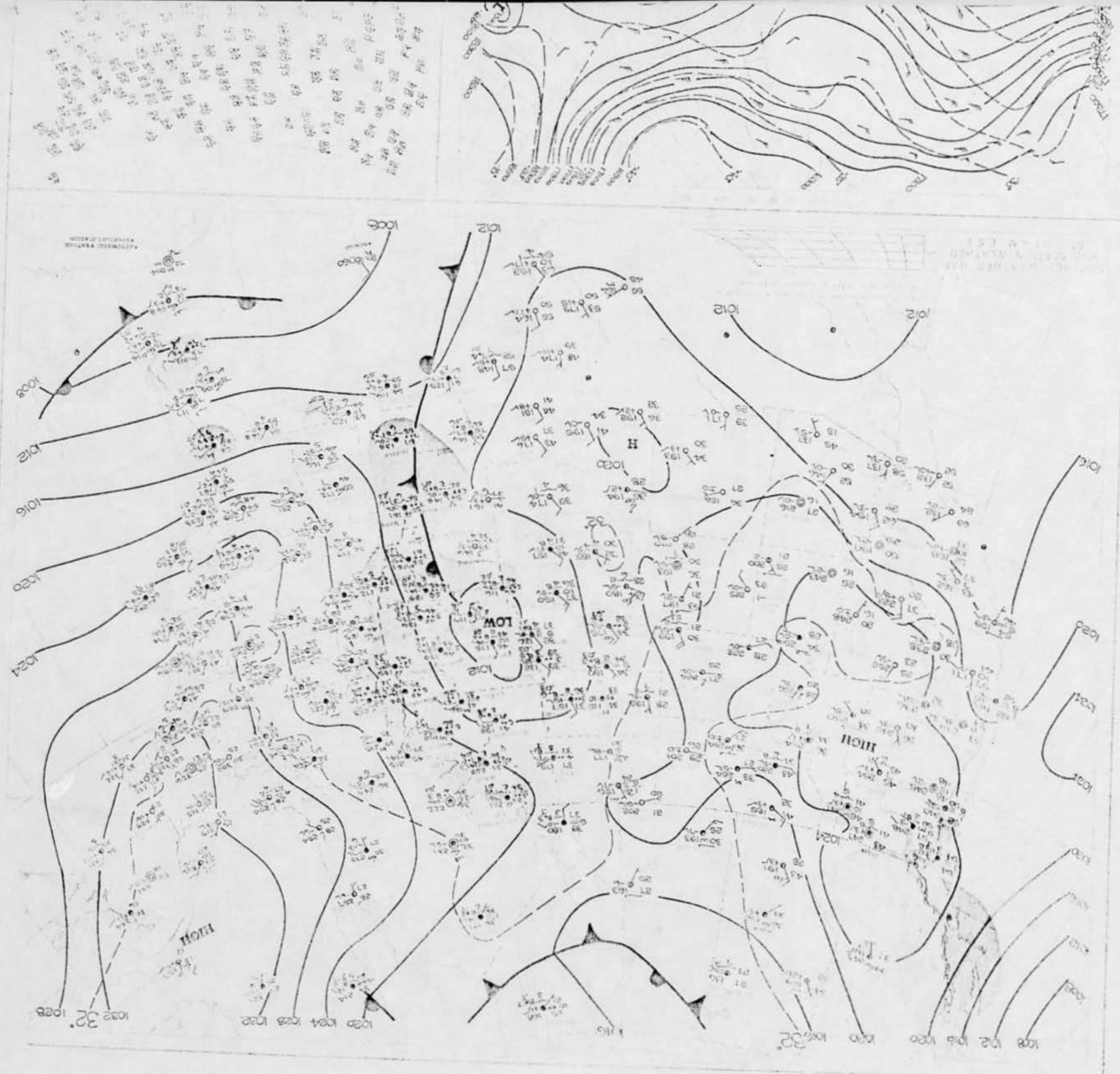




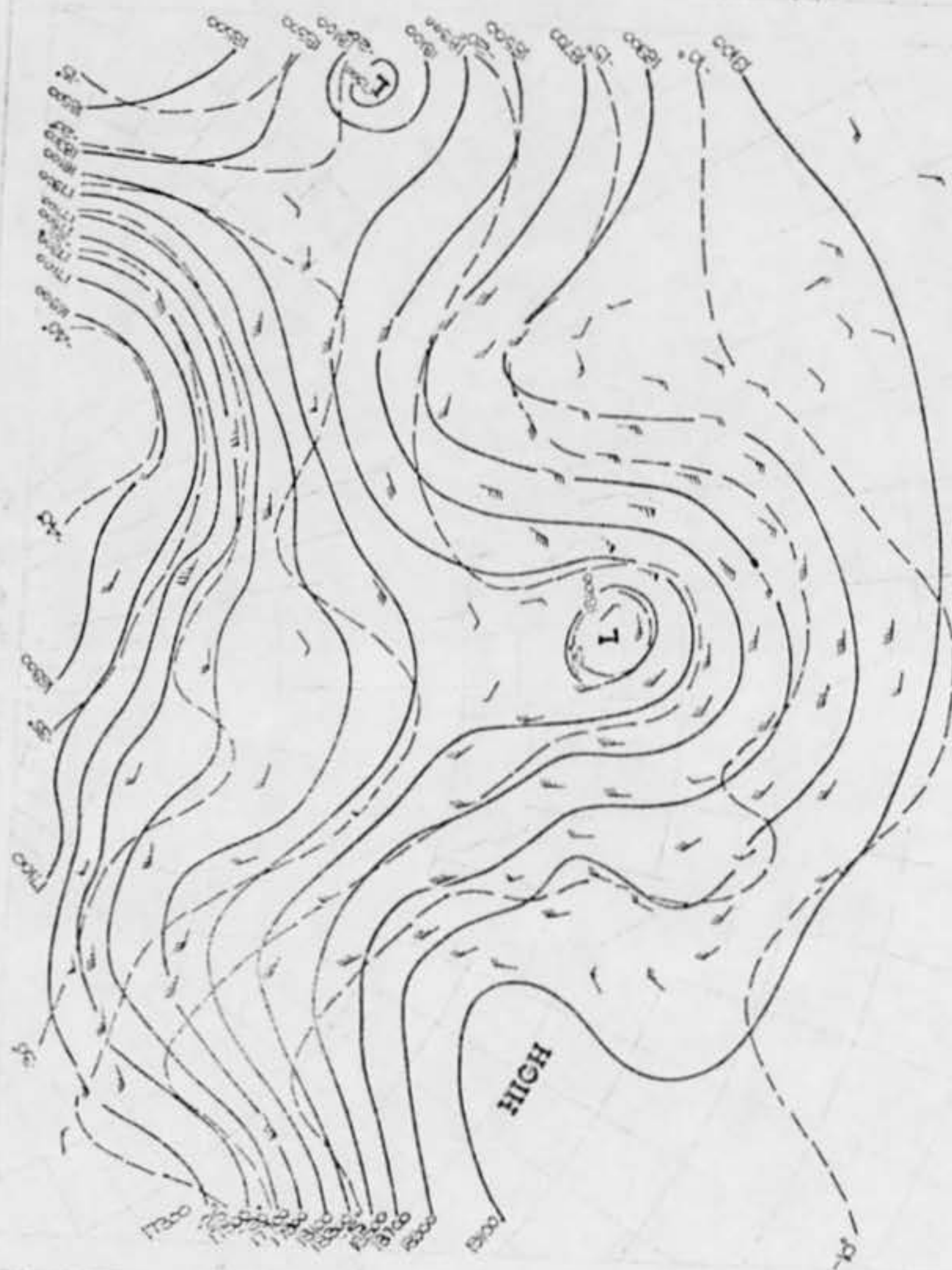
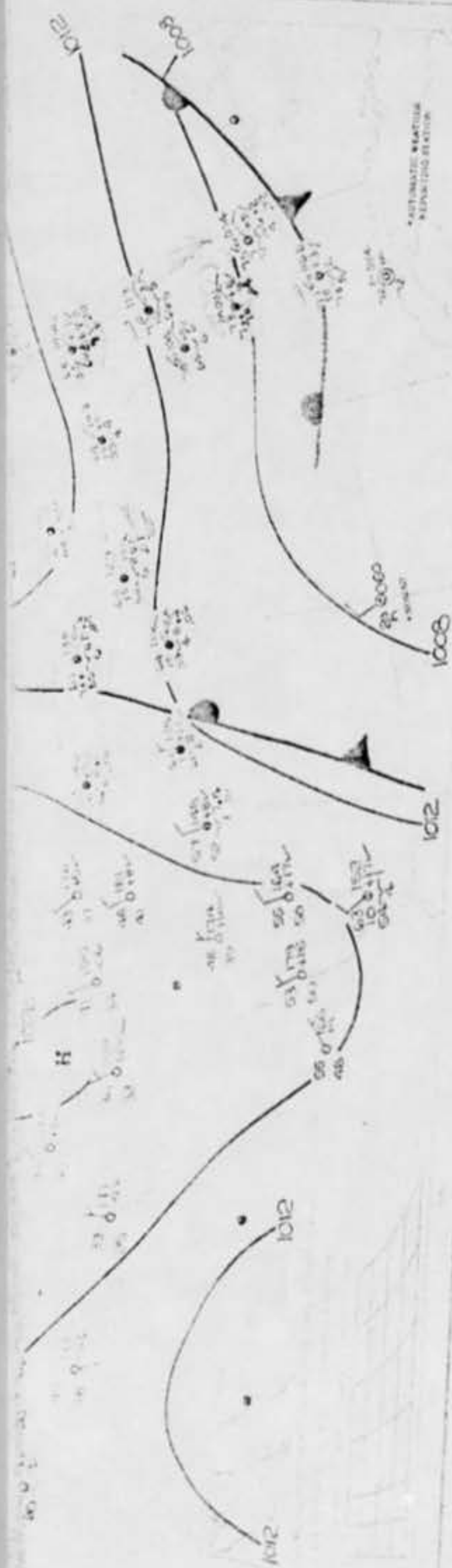


FRIDAY, OCTOBER 31, 1969

MO







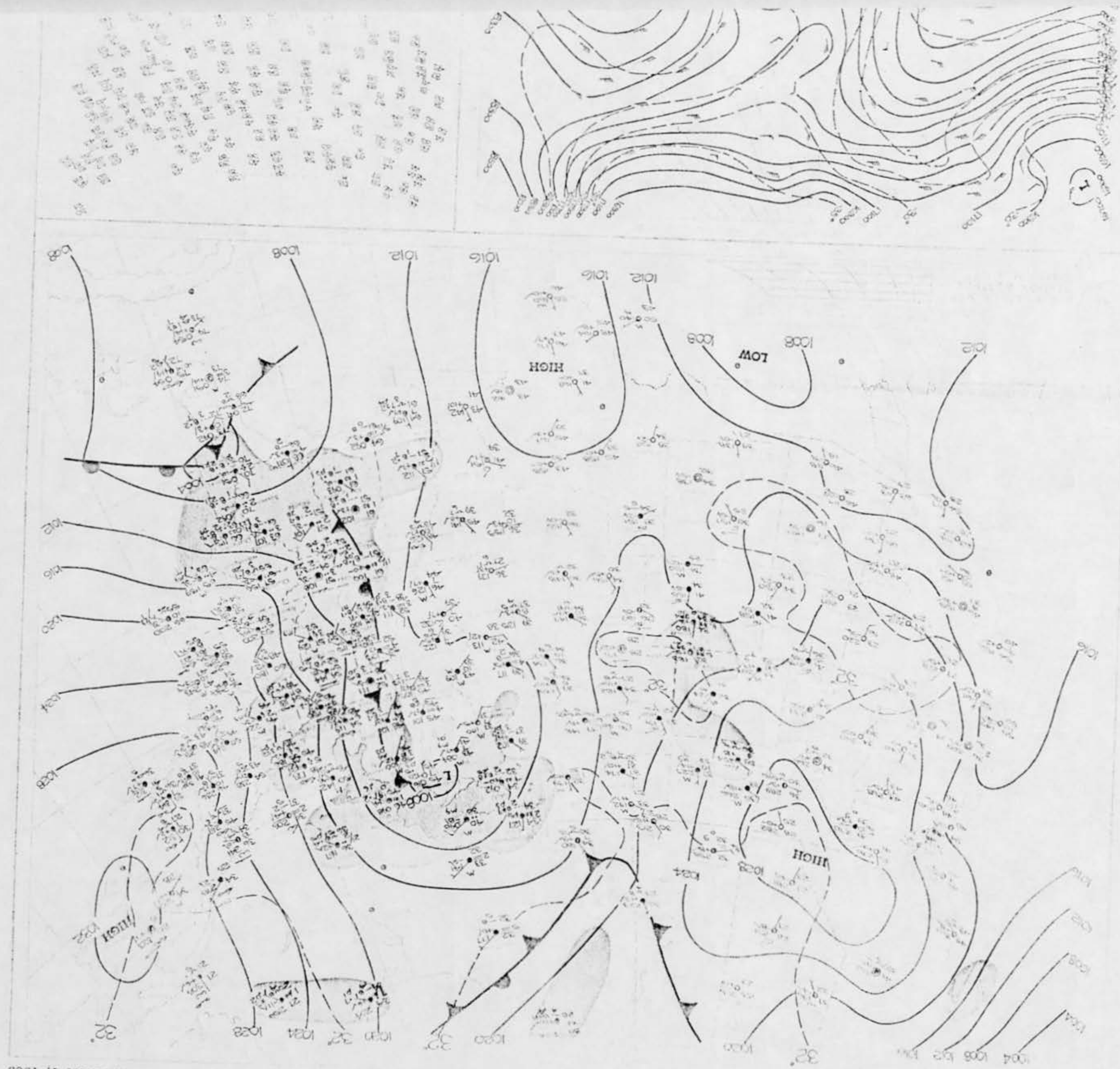
100-MILLIBAR HEIGHT CONTOUR  
AT 7:00 A.M. EST



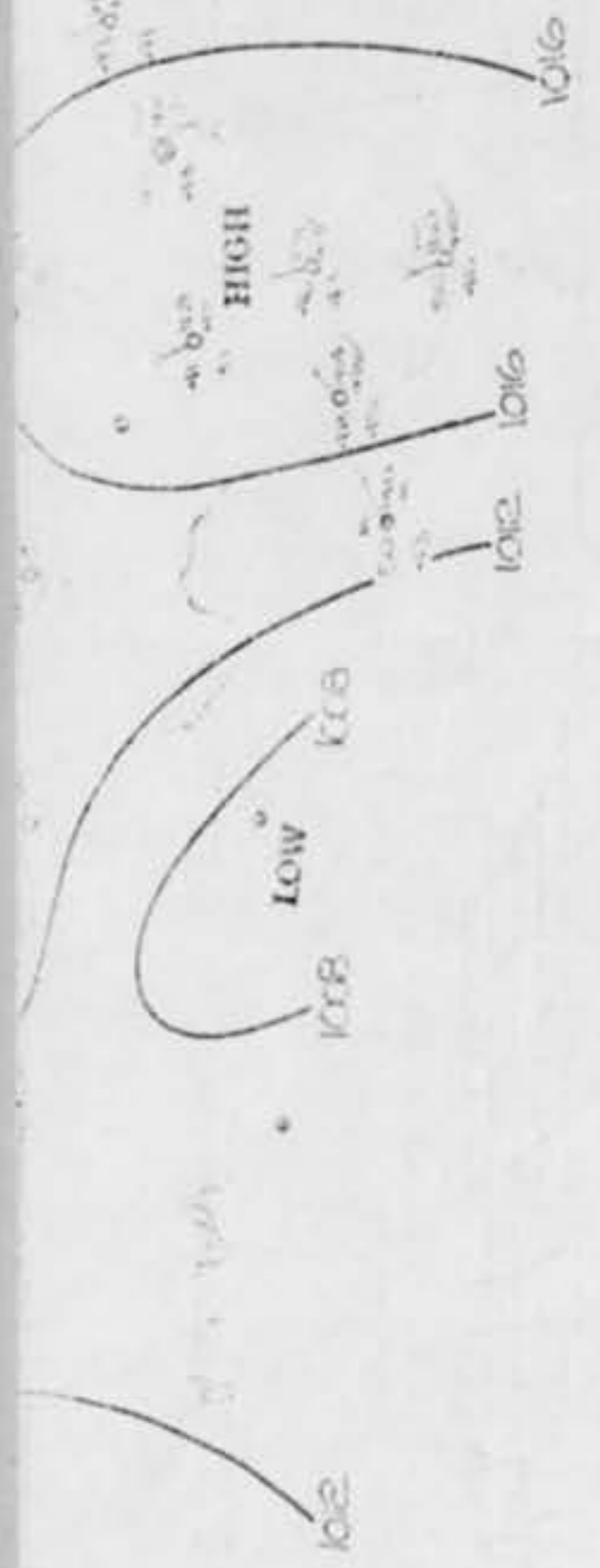
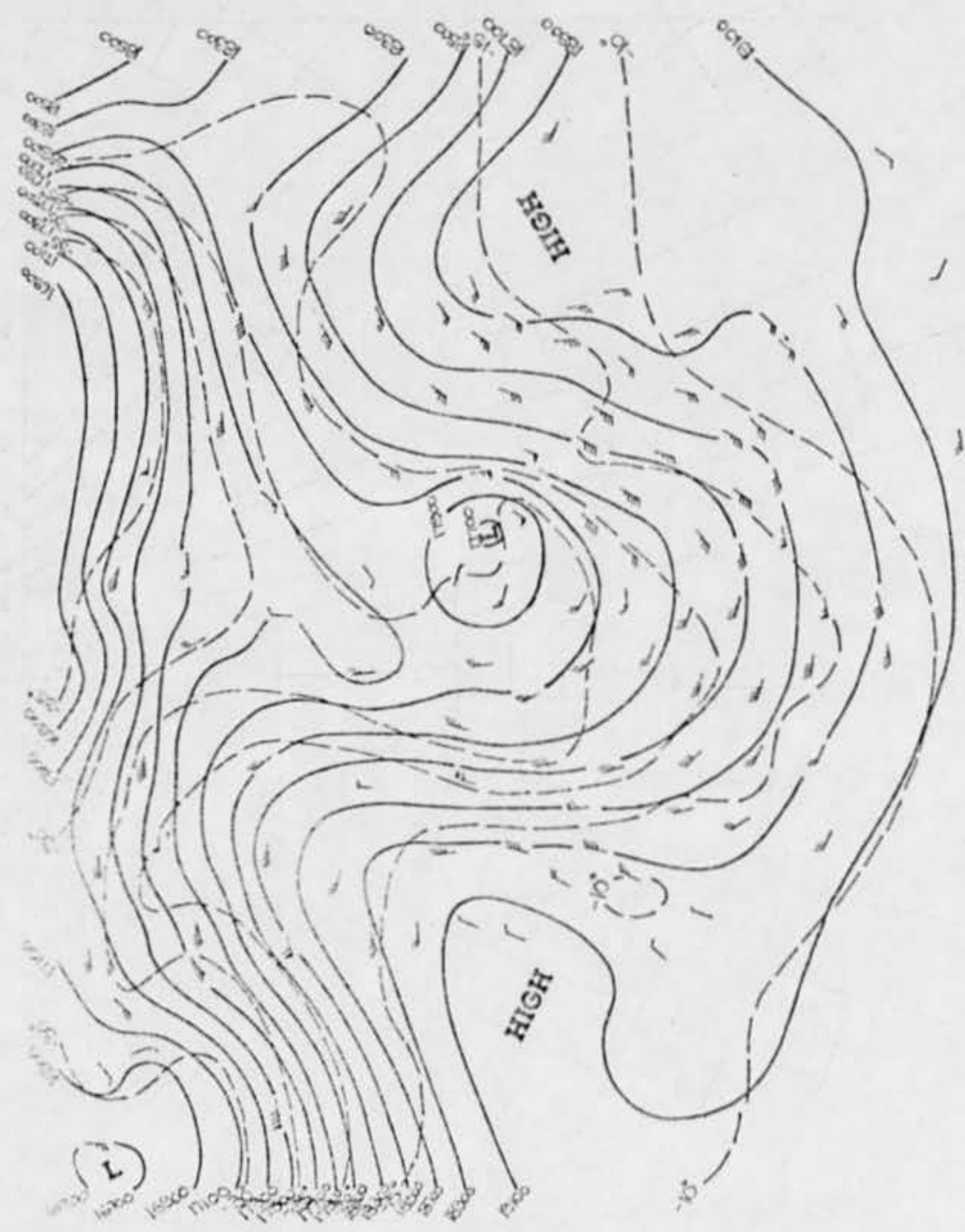
T 06 03  
T 11 44  
T 12 10



SATURDAY, NOVEMBER 1, 1969

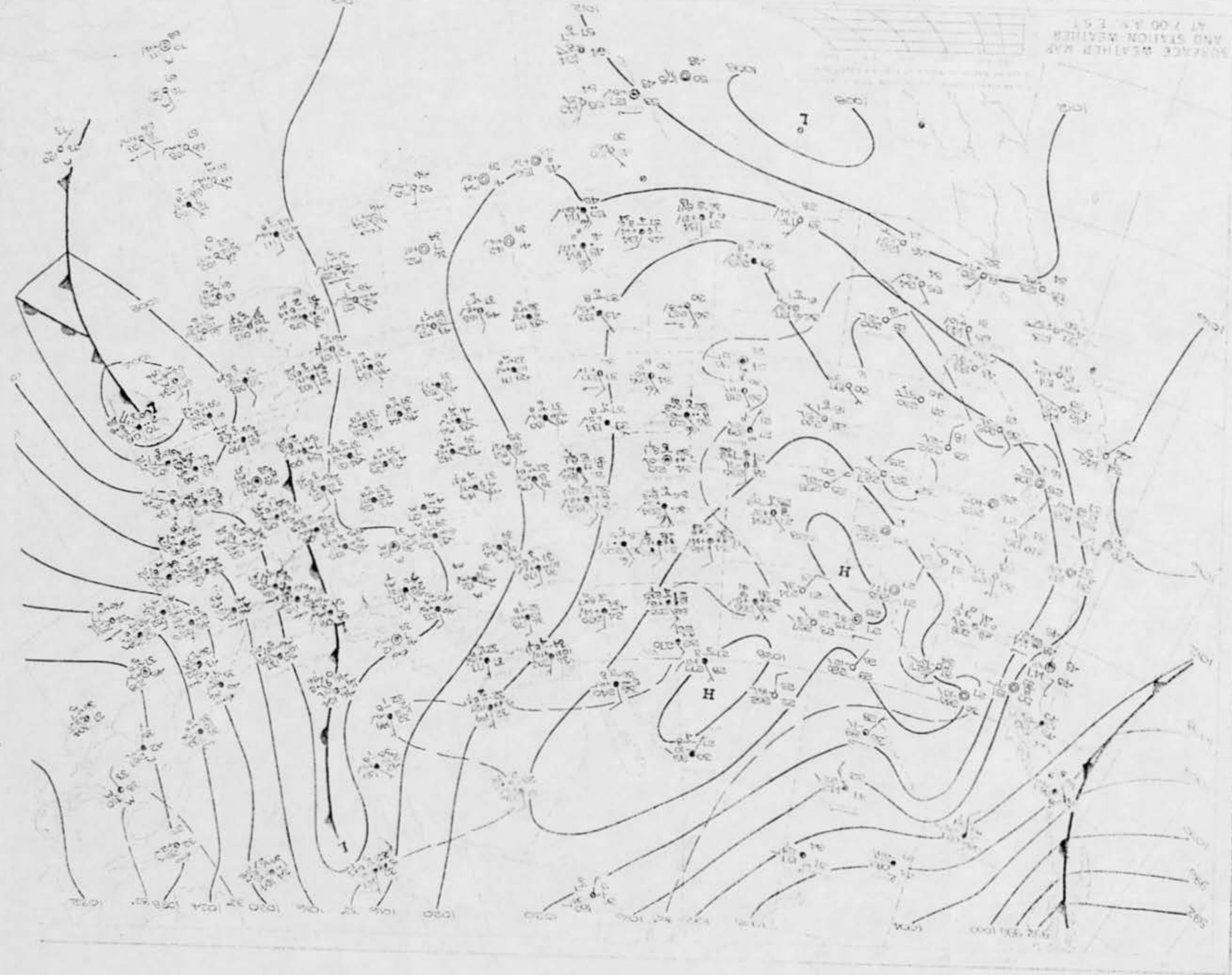








SUNDAY, NOVEMBER 2, 1969



SURFACE WEATHER MAP  
AT 7:00 A.M. EST









# DAILY WEATHER MAPS

WEEKLY SERIES OCTOBER 27-NOVEMBER 2, 1969



The charts in this publication are a continuation of the principal charts of the Weather Bureau publication *Daily Weather Map*. They include the Surface Weather Map, the 500-millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-millibar Chart are the same as those used previously in *Daily Weather Map*. An explanatory sheet is available, and

it may be obtained without charge from the Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$3.75 per 50 copies. Checks should

be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 6, 12, and 18 hours preceding map time are indicated by small black squares enclosing white crosses. Areas of precipitation are indicated by shading. The weather reports in this printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occasional weather discrepancies between the station reports and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet

above sea level. The isotherms are shown as dashed lines and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart is presented by means of shading and areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.



440

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV  
AFSC-TDPTR  
WRIGHT-PATTERSON AFB OH 45433



UNITED STATES  
GOVERNMENT PRINTING OFFICE  
DIVISION OF PERIODIC DOCUMENTS  
WASHINGTON, D.C. 20540  
OFFICIAL BUSINESS

IMMEDIATE - U.S. Weather Report

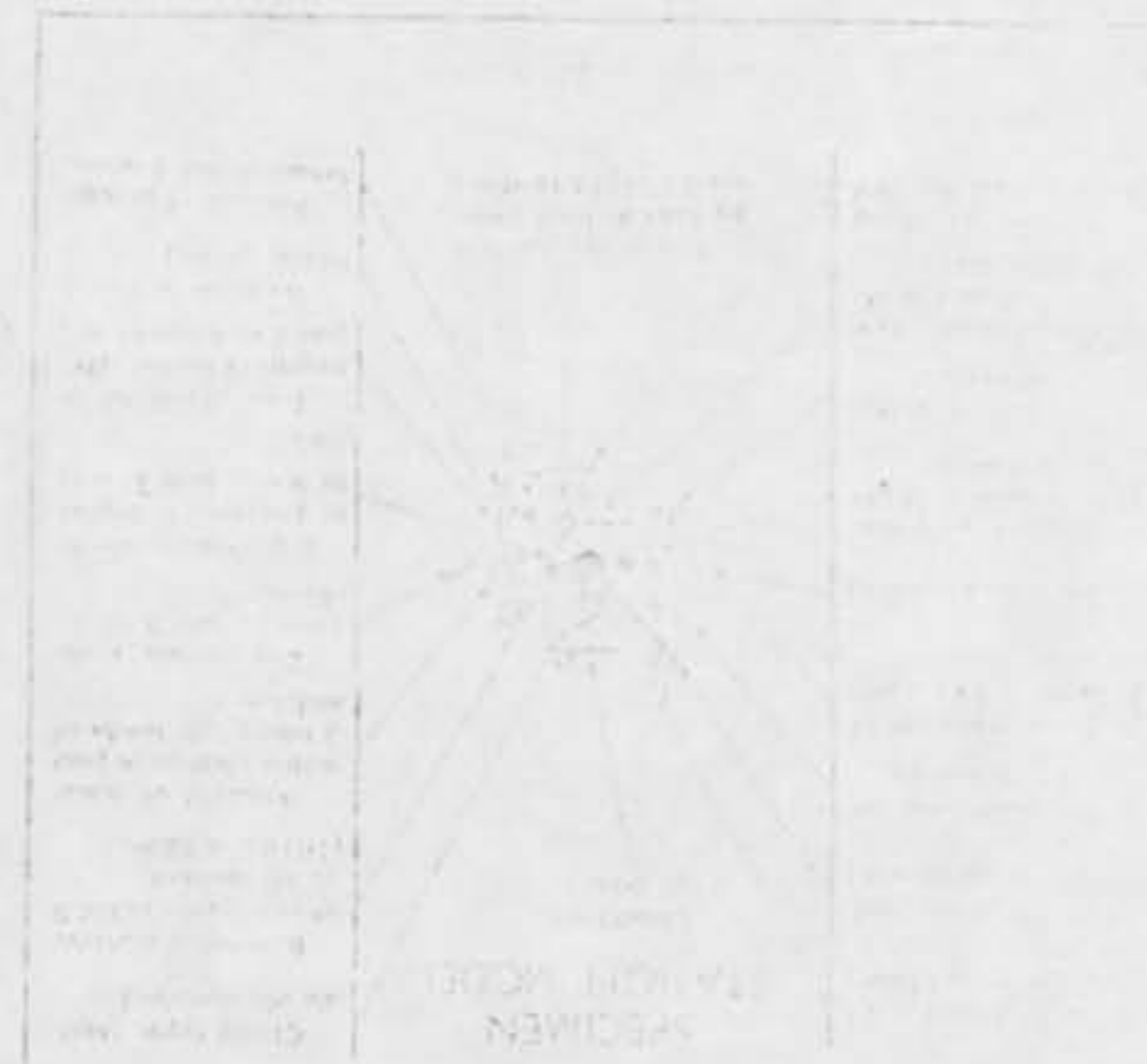
FIRST CLASS  
MAIL



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV

WFO

1327-0  
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV  
AFSC-TDPTR  
WRIGHT-PATTERSON AFB OH 45433



The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point. The Precipitation Areas and Amounts chart indicates the amount of precipitation that fell during the period of observation. The amount of precipitation is indicated by the number of hundredths of an inch for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

The 500-millibar chart presents the height contours and isotherms of the 500-millibar surface at 2:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet. The height contours are shown as continuous lines, and are labeled in feet. The height contours are shown as continuous lines, and are labeled in feet.

The symbols used on the weather map and the 500-millibar chart are the same as those used previously in *Early Weather Map*. An explanatory sheet is available, and a copy may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of 35¢ per 50 copies. Checks should



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 3345th TECHNICAL SCHOOL (ATC)  
CHANUTE AIR FORCE BASE, ILLINOIS 61866



REPLY TO  
ATTN OF: TSDWB (Capt Sweeney/2807)

19 November 1969

SUBJECT: UFO Investigation

TO: XFO

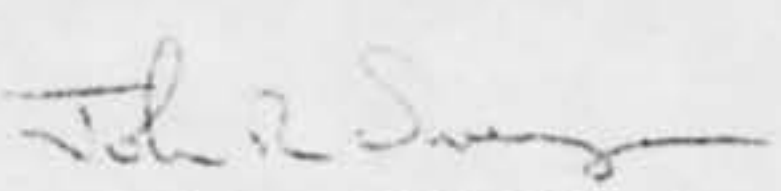
1. [REDACTED] Mr. [REDACTED] was contacted by telephone at 1900 on 17 Nov 69. The attached AF Form 117 (Unidentified Phenomena Questionnaire) was completed and supplements the original letter and drawing sent by Roder (Atch 1). Mr. [REDACTED] seemed genuinely convinced that the object he saw was a UFO. The facts, while not positively identifying the object, suggest that his story is at best, dubious.

2. Assuming Roder's elevation angle of 50 Degrees is correct, and using a conservative estimate of 1000 feet equal to 4 residential blocks (1360' is more accurate), then, the object would have been approximately 1200' in the air. If we accept [REDACTED]'s statement that it would take a basketball to cover the object along the line of sight, then by trigonometry the object would have to be 630 feet in diameter. It is virtually impossible for an object fitting the above description to even partially disappear behind a "tree or house across the street."

3. My greatest criticism lies in the fact that apparently no one else saw the object. Mr. [REDACTED]'s residence is approximately 6 miles ESE of O'Hare Int'l Airport and 6 miles S of Glenview NAS. I contacted both Mr. Meely of Chicago ARTC and Chief Stewart of Glenview Public Affairs (Navy counterpart of ISO). Neither of these men had any record of a UFO being reported on 28 or 29 October. It seems logical to me that if this large object had passed over [REDACTED] roof, heading West at 60mph, somebody at O'Hare should have seen it.

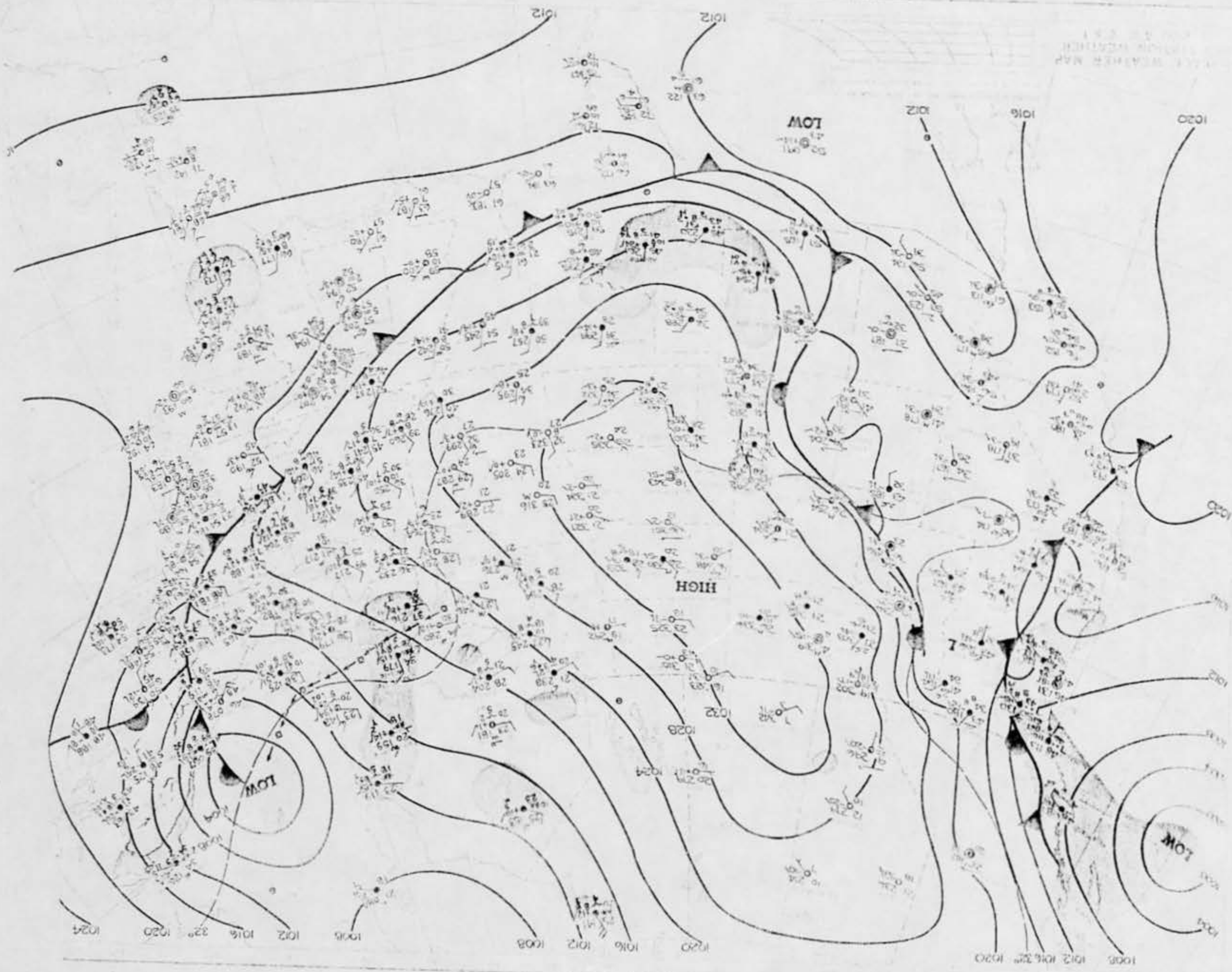
4. The obvious discrepancies concerning velocity of the object and time observed (stated 65 minutes in letter and 90 minutes on the telephone) warrant no further comment.

5. In conclusion, while Mr. [REDACTED] thought he was seeing a UFO, it is the opinion of this investigator that he was the victim of his own vivid imagination and the distinct possibility of a charter shuttle helicopter passing overhead.

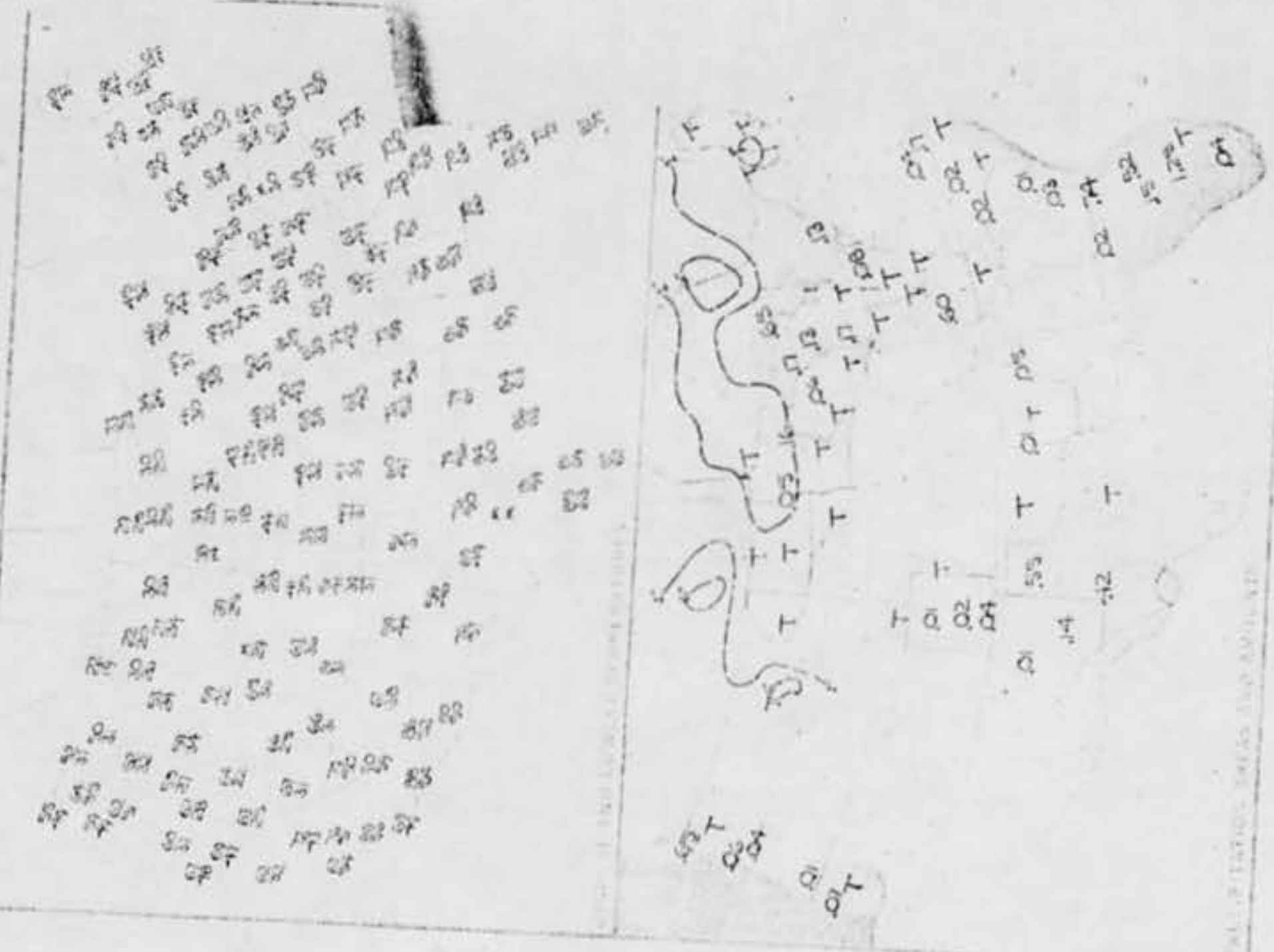
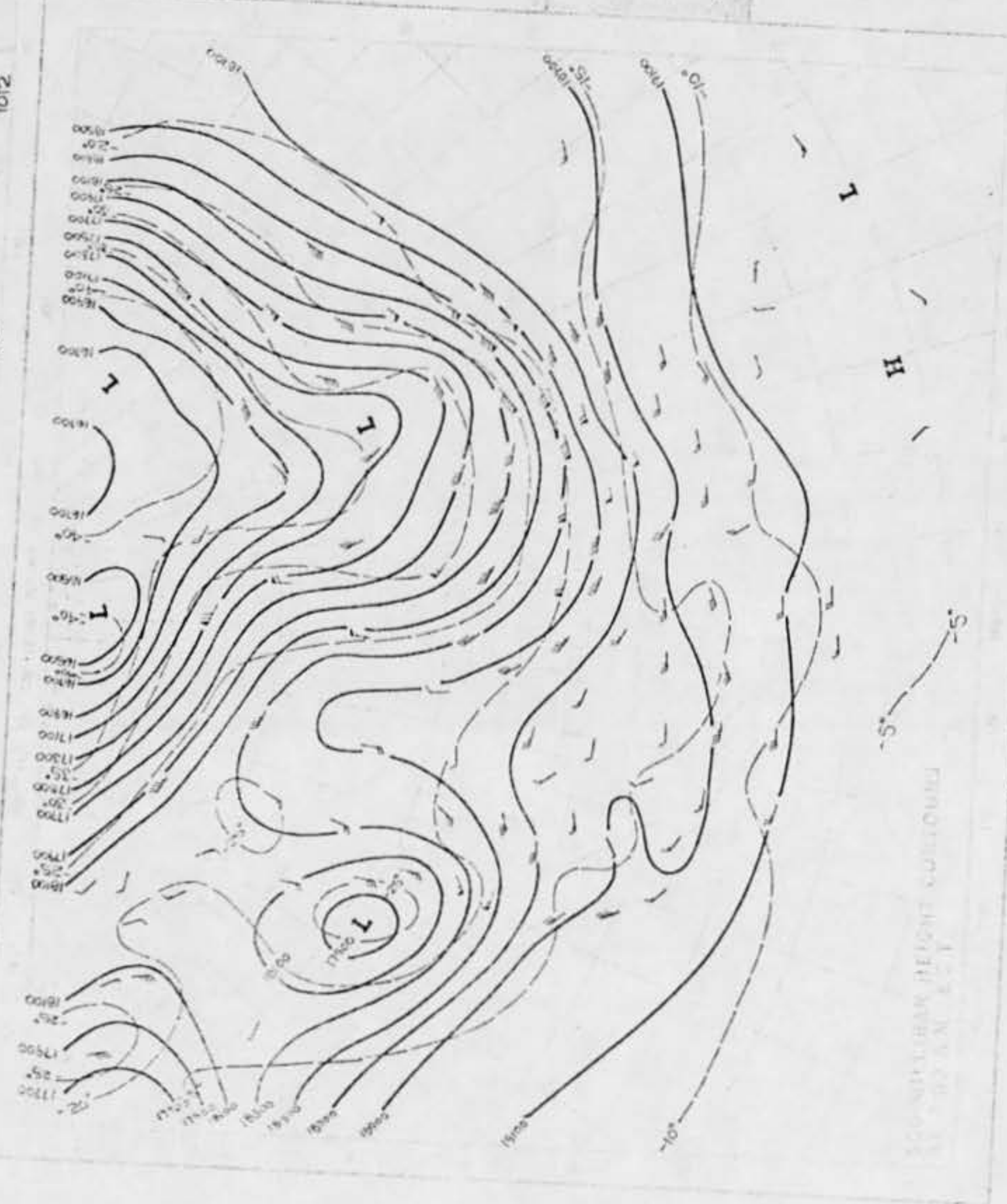
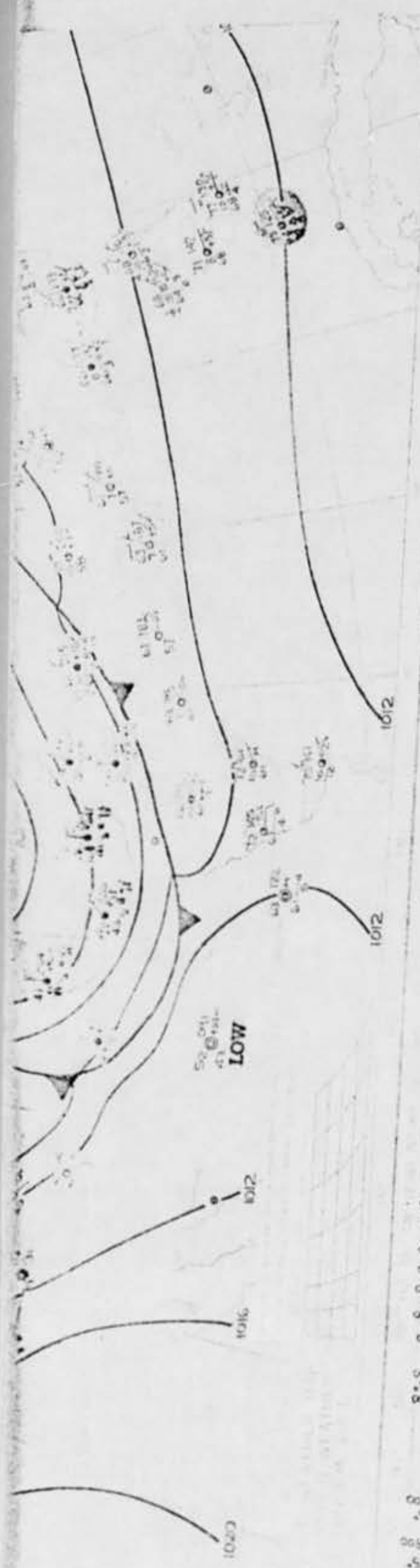
  
JOHN R. SWEENEY, Capt, USAF  
UFO Investigator



MONDAY, OCTOBER 27, 1969



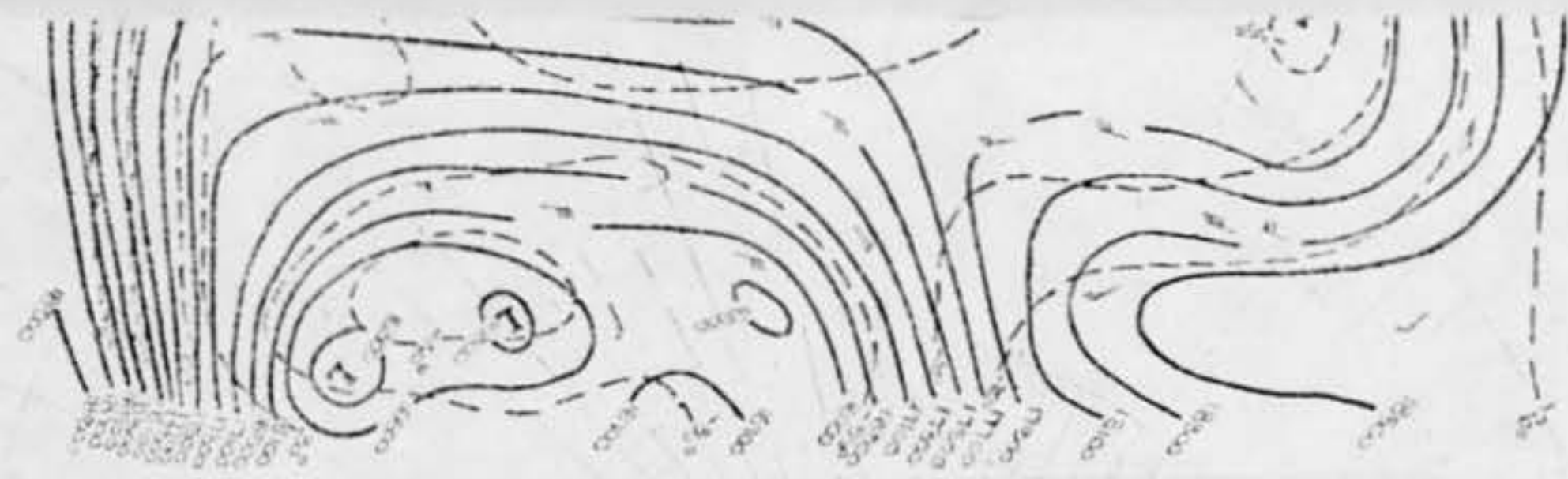
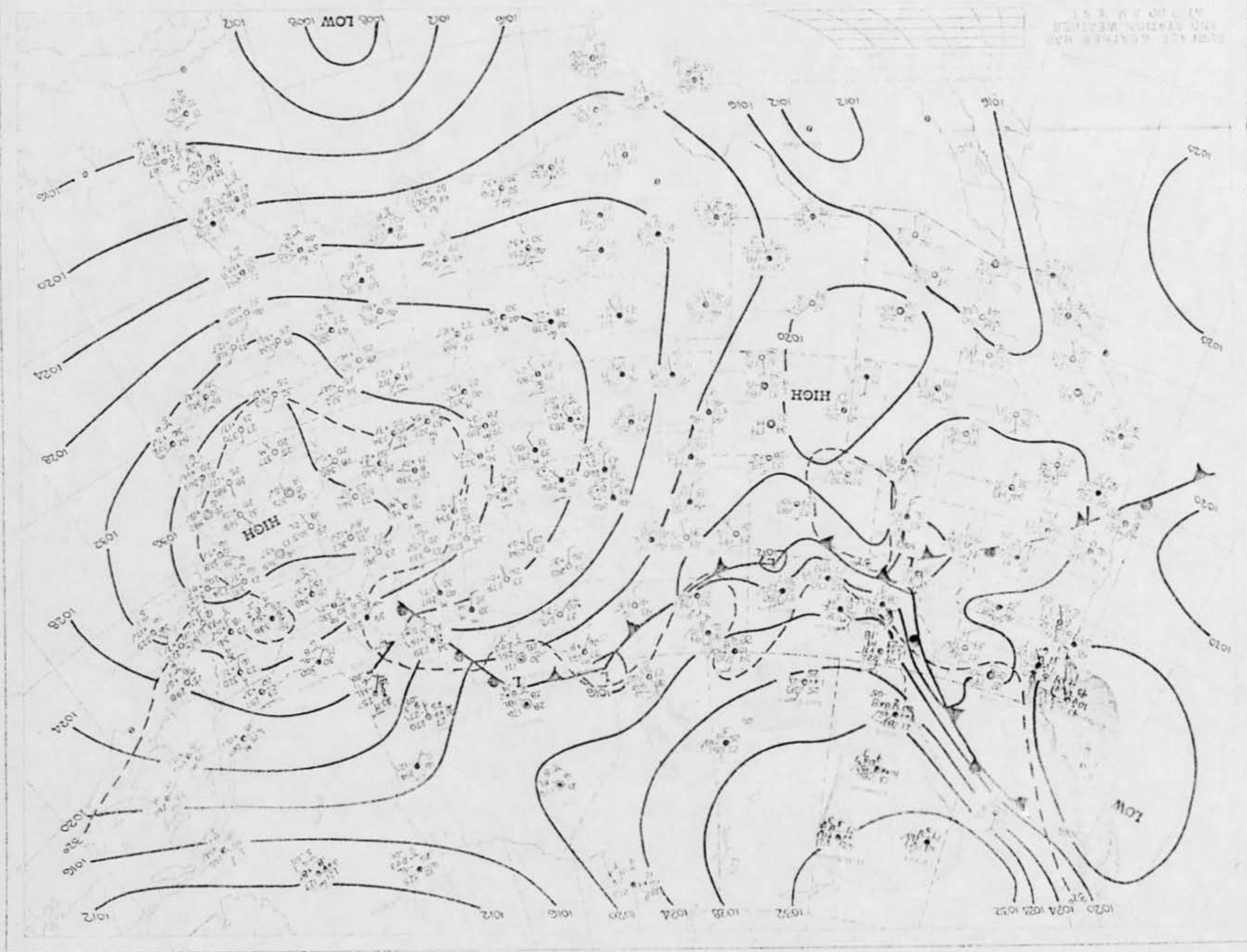




1012 1016 1020 1024 1028 1032 1036 1040 1044 1048 1052 1056 1060 1064 1068 1072 1076 1080 1084 1088 1092 1096 1100 1104 1108 1112 1116 1120 1124 1128 1132 1136 1140 1144 1148 1152 1156 1160 1164 1168 1172 1176 1180 1184 1188 1192 1196 1200 1204 1208 1212 1216 1220 1224 1228 1232 1236 1240 1244 1248 1252 1256 1260 1264 1268 1272 1276 1280 1284 1288 1292 1296 1300 1304 1308 1312 1316 1320 1324 1328 1332 1336 1340 1344 1348 1352 1356 1360 1364 1368 1372 1376 1380 1384 1388 1392 1396 1400 1404 1408 1412 1416 1420 1424 1428 1432 1436 1440 1444 1448 1452 1456 1460 1464 1468 1472 1476 1480 1484 1488 1492 1496 1500 1504 1508 1512 1516 1520 1524 1528 1532 1536 1540 1544 1548 1552 1556 1560 1564 1568 1572 1576 1580 1584 1588 1592 1596 1600 1604 1608 1612 1616 1620 1624 1628 1632 1636 1640 1644 1648 1652 1656 1660 1664 1668 1672 1676 1680 1684 1688 1692 1696 1700 1704 1708 1712 1716 1720 1724 1728 1732 1736 1740 1744 1748 1752 1756 1760 1764 1768 1772 1776 1780 1784 1788 1792 1796 1800 1804 1808 1812 1816 1820 1824 1828 1832 1836 1840 1844 1848 1852 1856 1860 1864 1868 1872 1876 1880 1884 1888 1892 1896 1900 1904 1908 1912 1916 1920 1924 1928 1932 1936 1940 1944 1948 1952 1956 1960 1964 1968 1972 1976 1980 1984 1988 1992 1996 2000



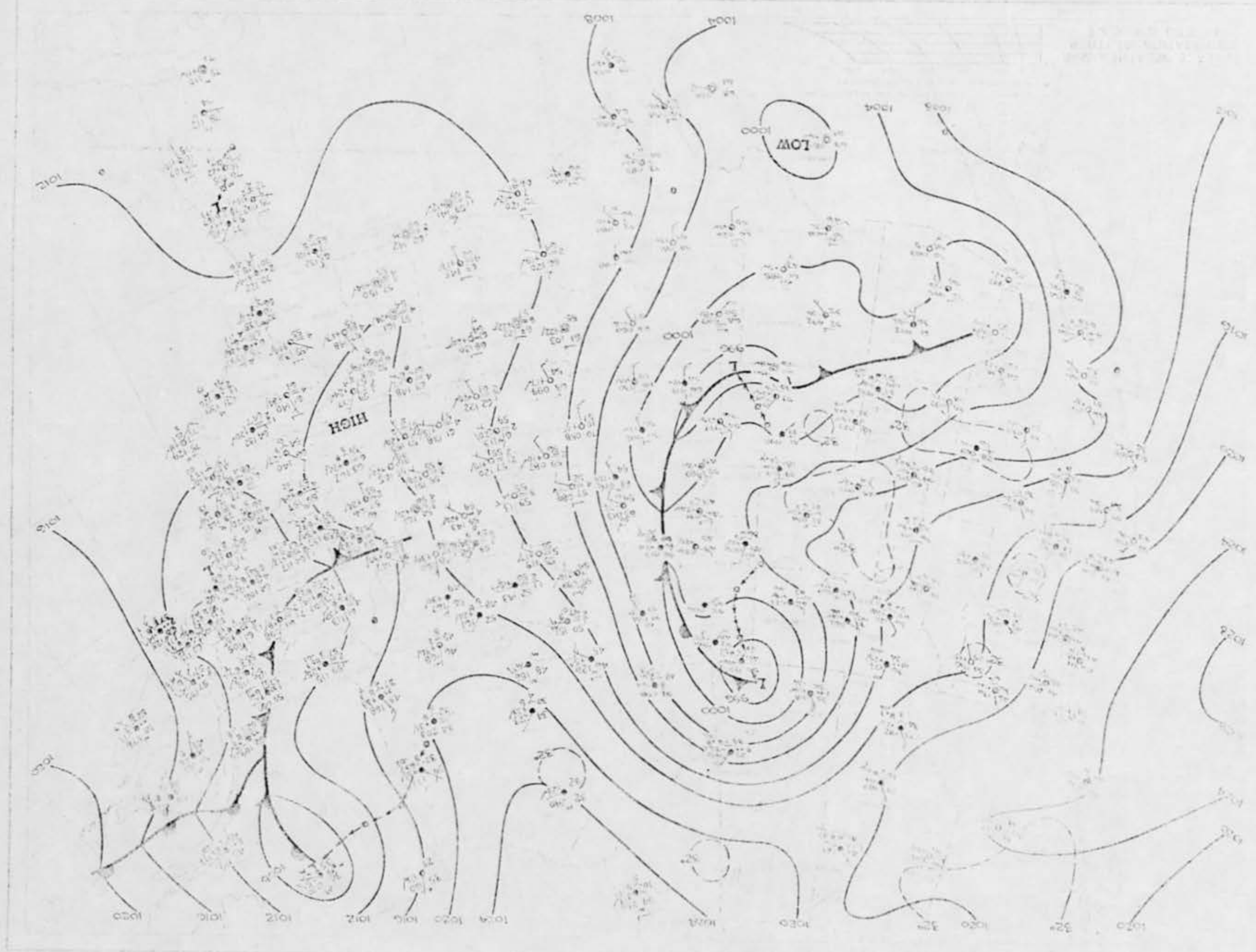
FRIDAY, OCTOBER 24, 1969









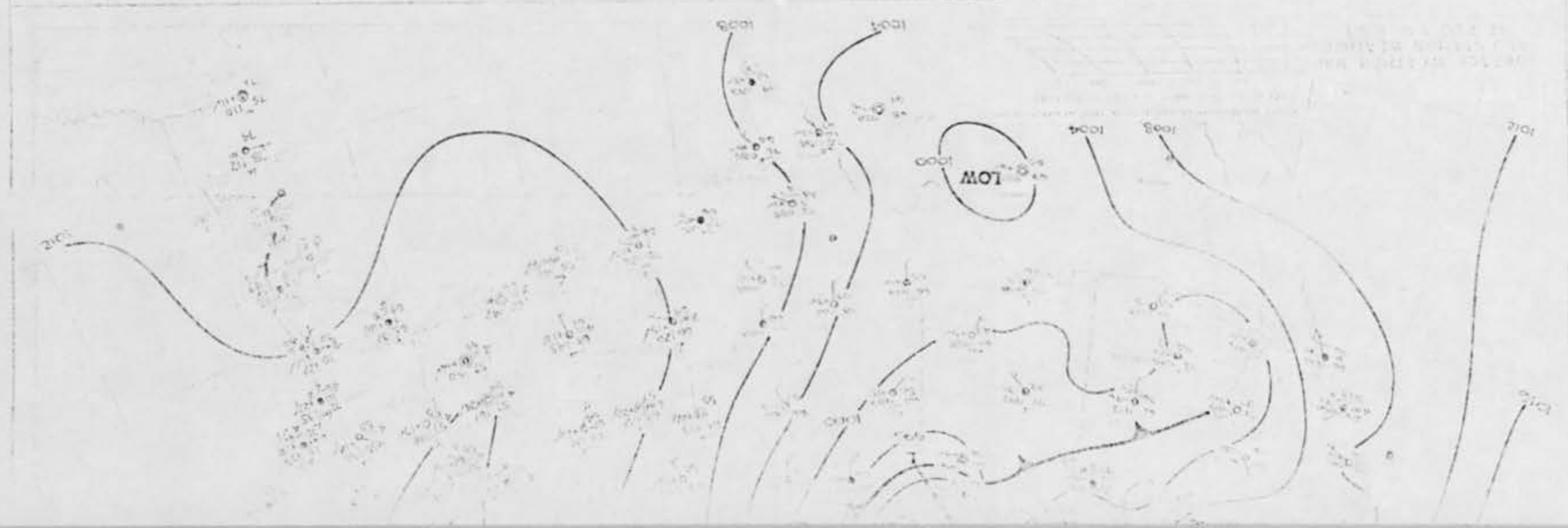
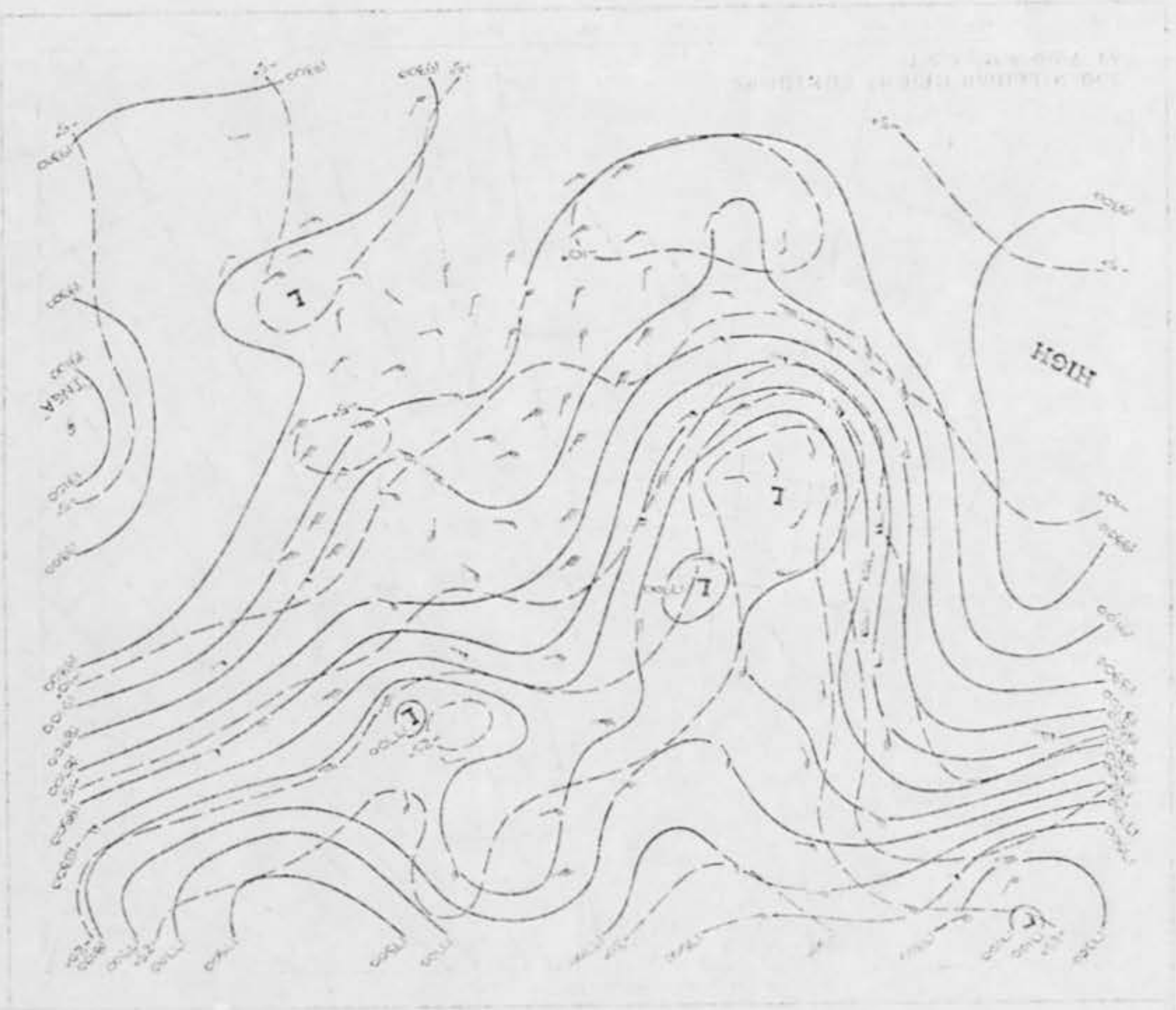


FRIDAY, OCTOBER 3, 1969

Handwritten notes and data points, including a list of numbers and a small table of values.

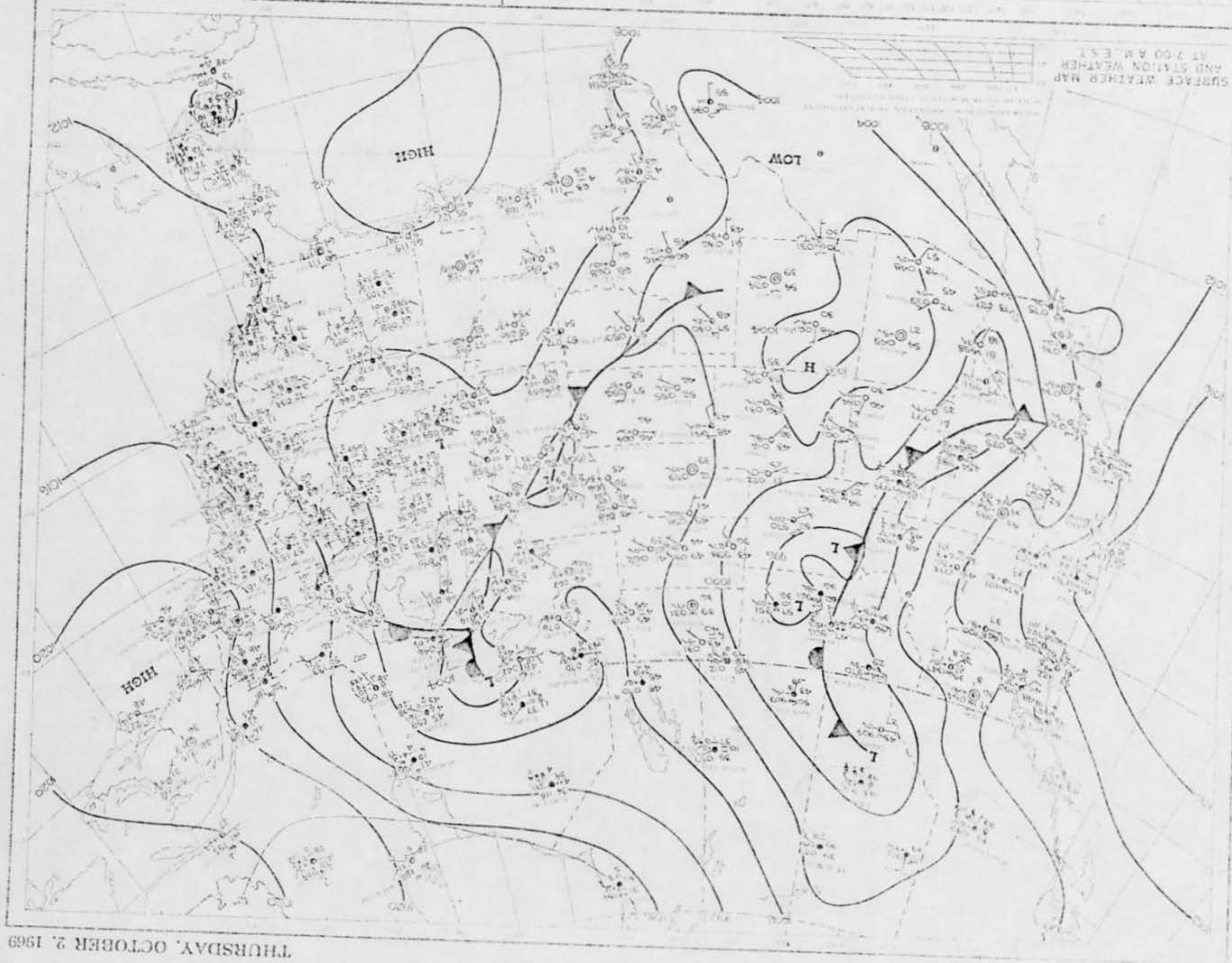




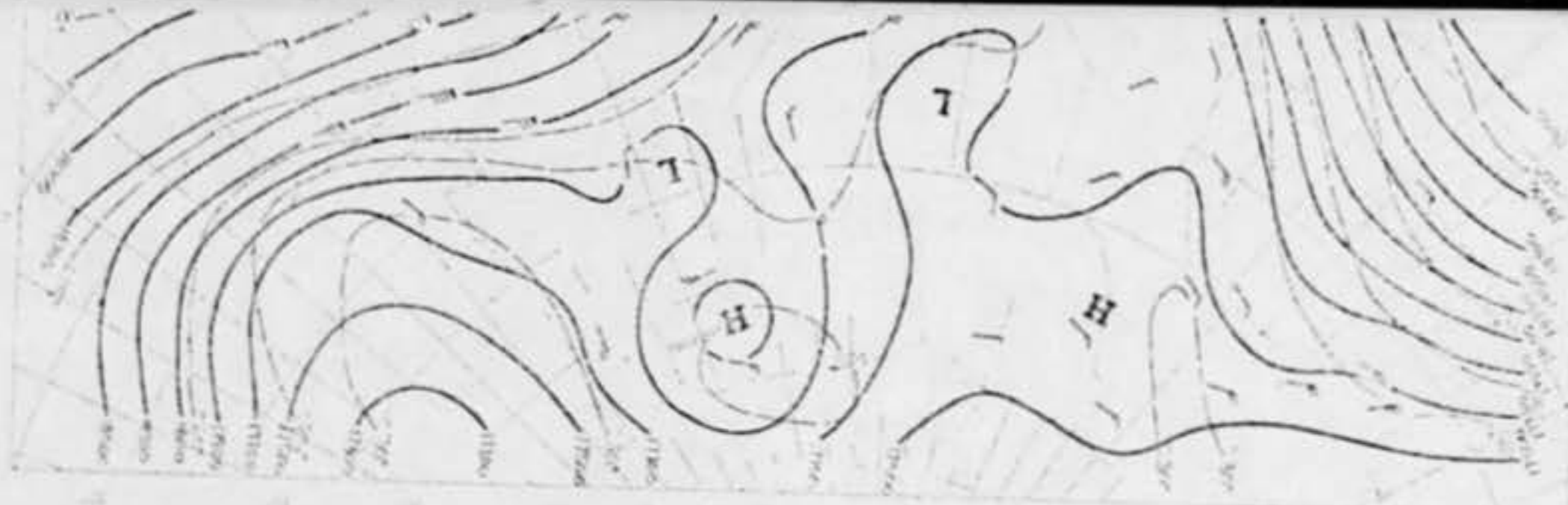




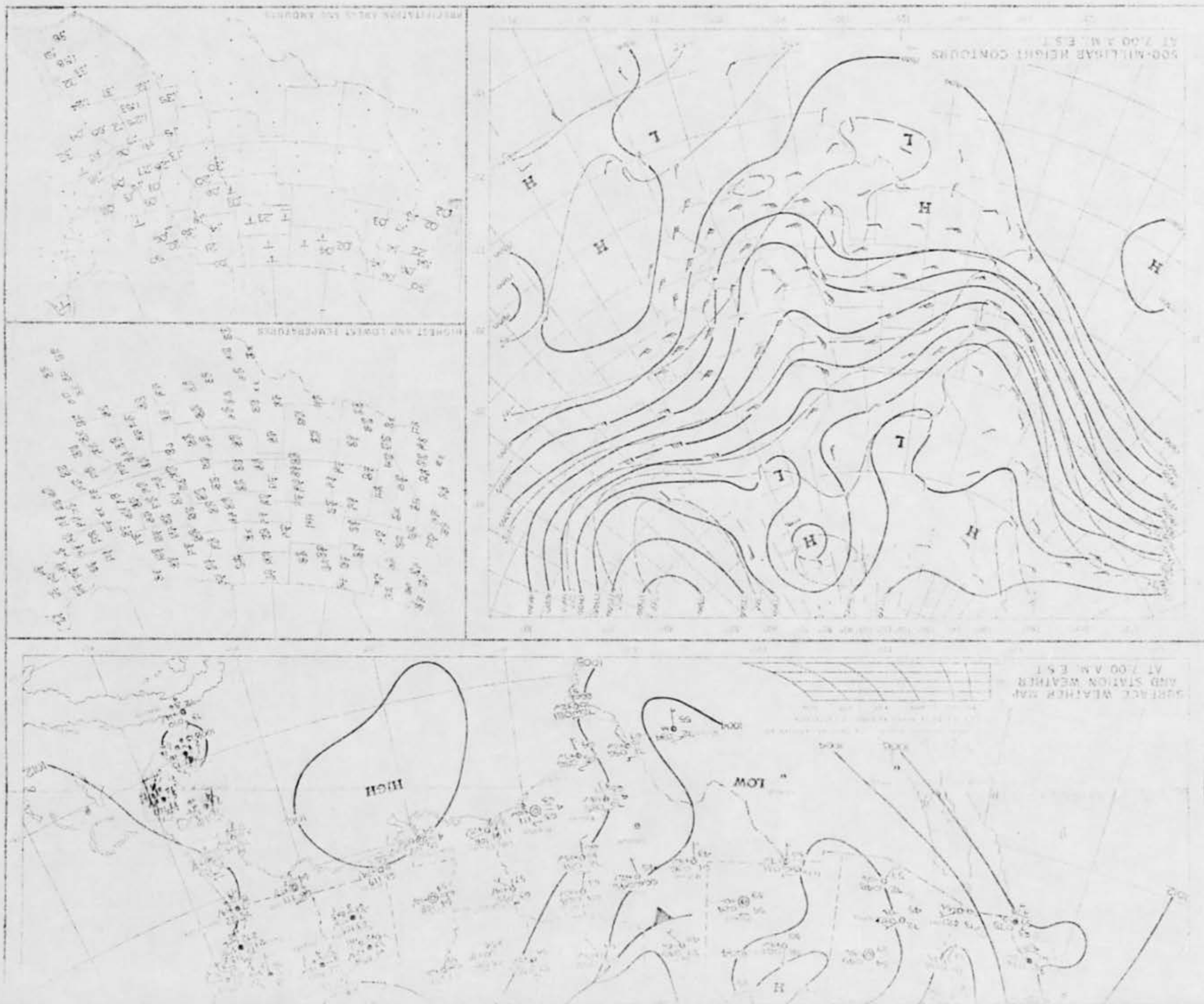
THURSDAY, OCTOBER 2, 1969



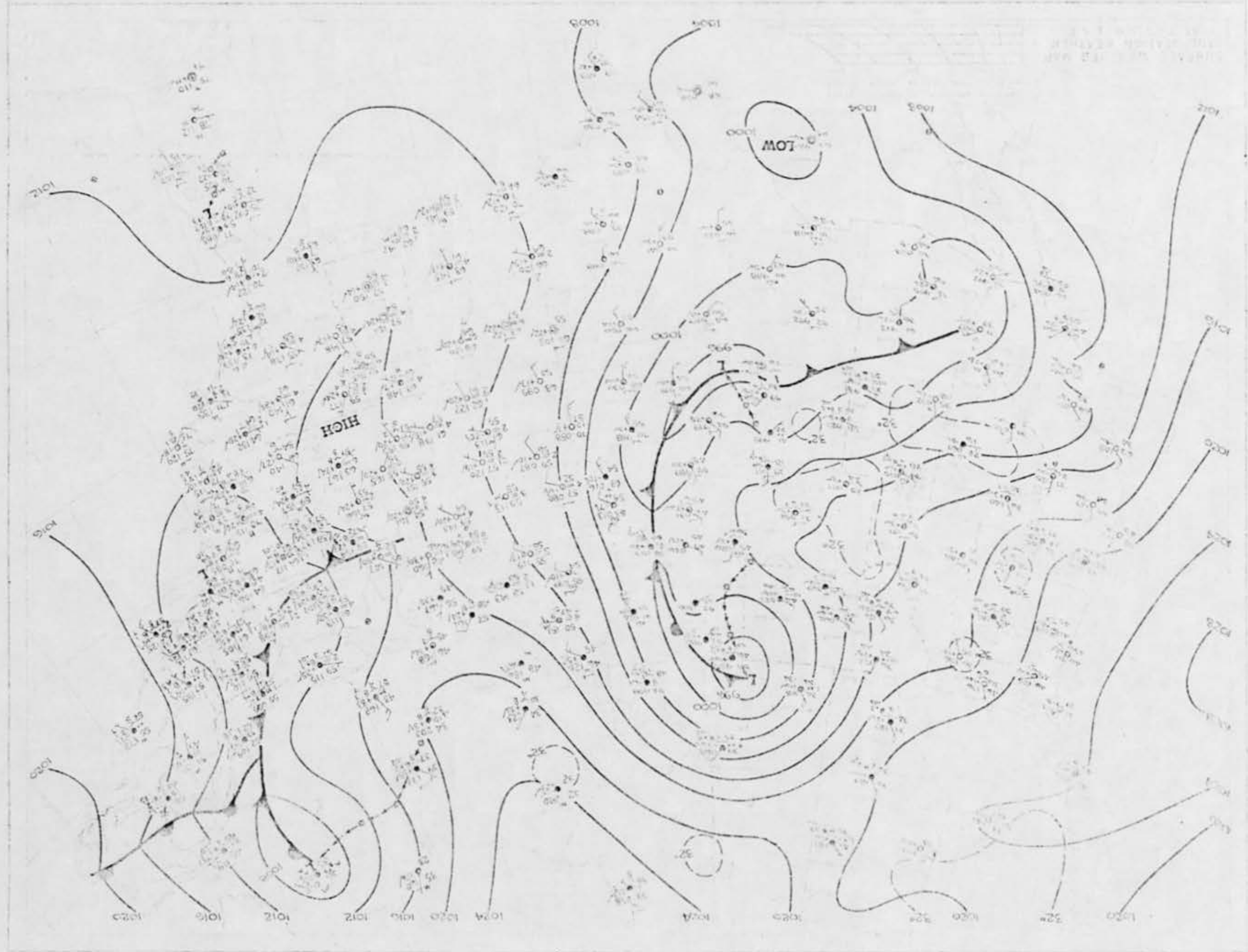
SURFACE WEATHER MAP  
AND STATION WEATHER  
AT 7:00 A.M. EST







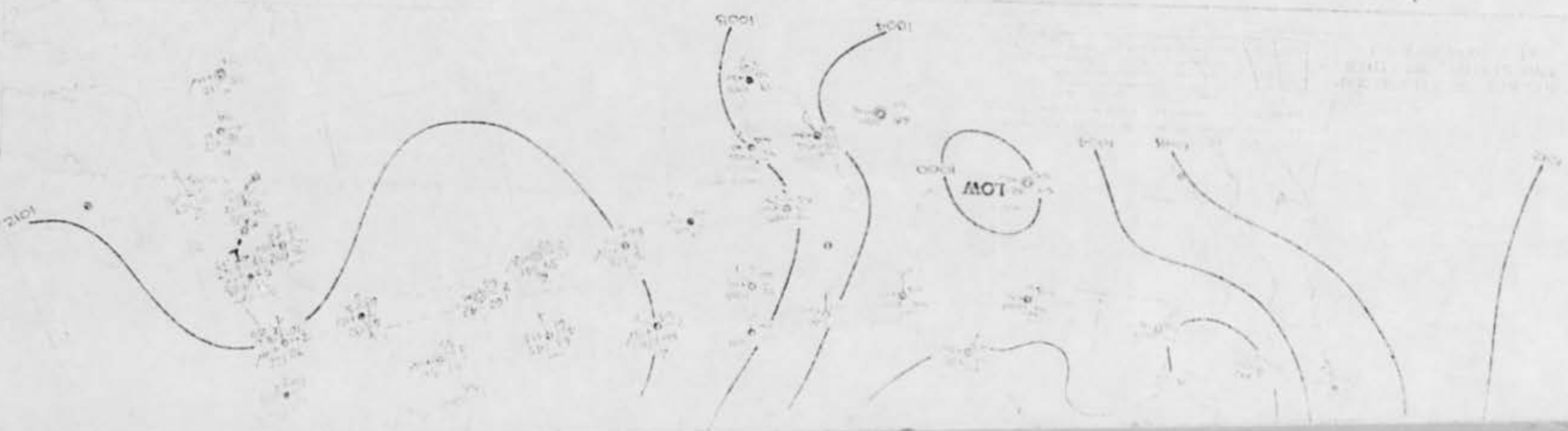
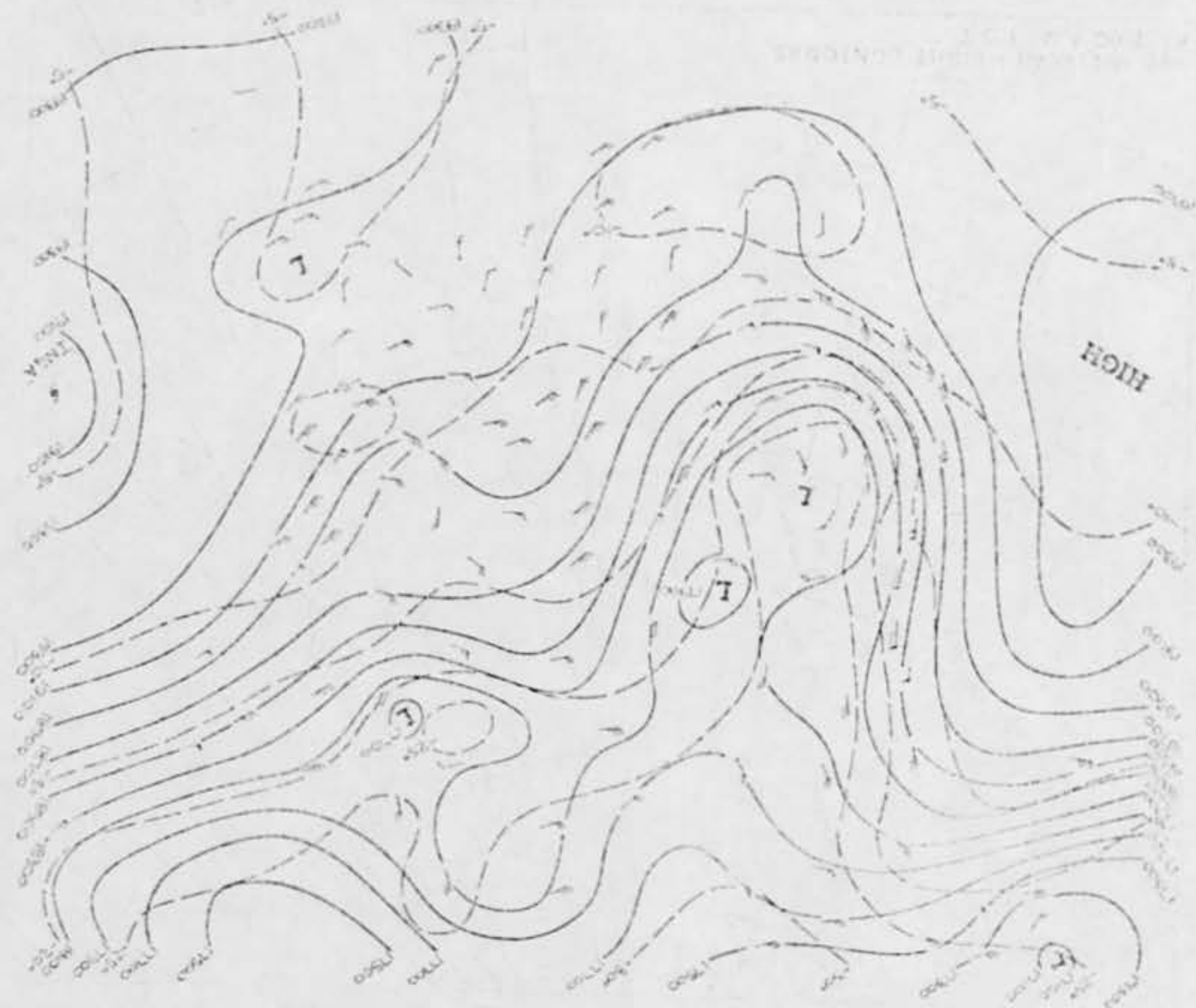




FRIDAY, OCTOBER 3, 1969









DEPARTMENT OF THE AIR FORCE  
OFFICE, SECRETARY OF THE AIR FORCE  
MIDWEST OFFICE OF INFORMATION  
RM 1462, 219 S. DEARBORN STREET, CHICAGO, ILL. 60604



TEL. 353-5151

AREA CODE 312

TWX 312-431-1334

REPLY TO: SAFOIM  
ATTN. OF:

SUBJECT: Public Inquiry

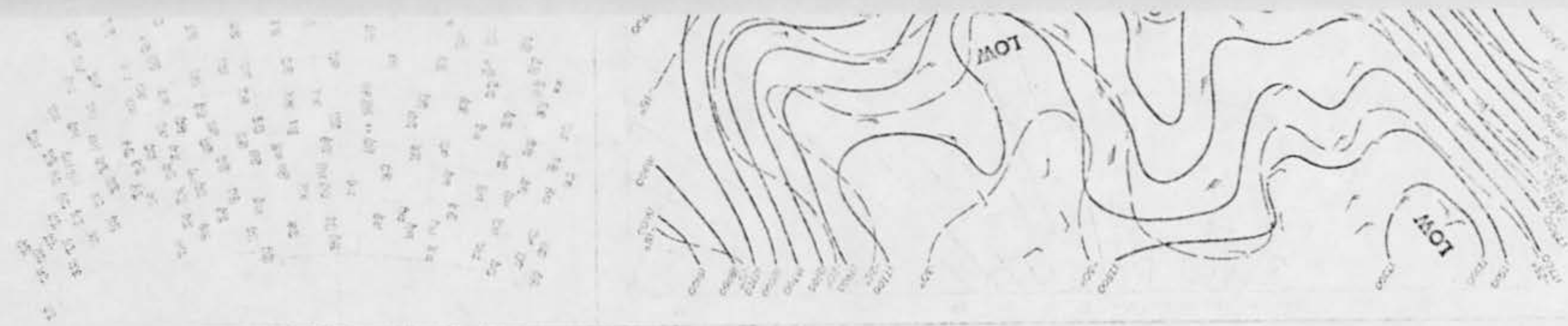
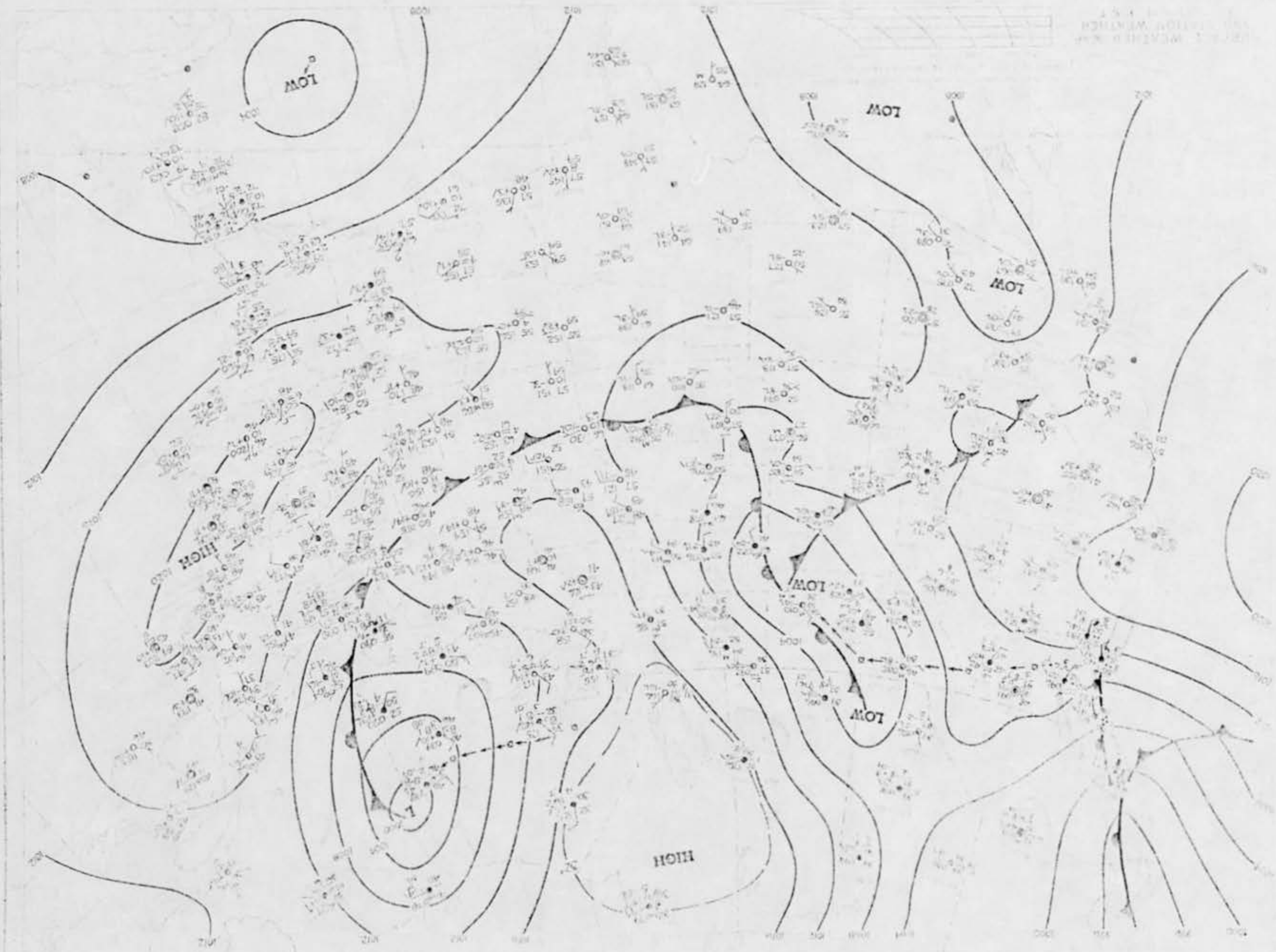
TO: UFO Investigating Officer  
Chanute AFB, Illinois 61866

1. This office has received the attached correspondence from a Chicago newspaper and it requires an official reply.
2. The correspondence is forwarded to you for the following reasons.
  - ☐ a. It pertains to a member of your command.
  - ☐ b. It requires information peculiar to your operation.
  - ☒ c. It requires technical information peculiar to your operation.
  - ☐ d. To obtain printed matter to be used in the reply.
3. ☐ Request your office furnish the information necessary on which to base a reply.
4. ☒ Request your office reply direct to correspondent, furnishing an information copy to this office and the newspaper concerned.

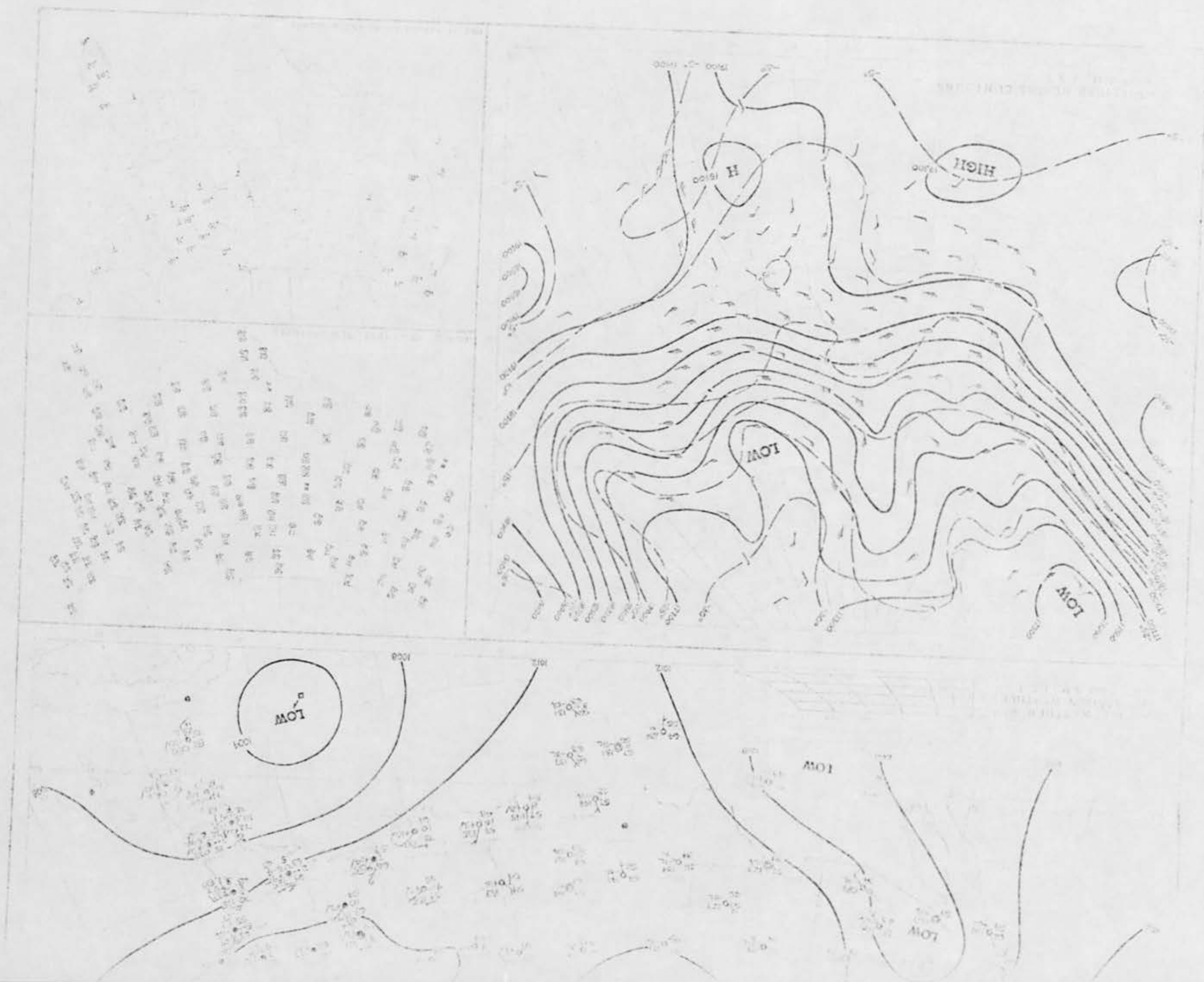
*George L. Salem*  
GEORGE L. SALEM, Lt Colonel, USAF  
Chief



TUESDAY, SEPTEMBER 30, 1967

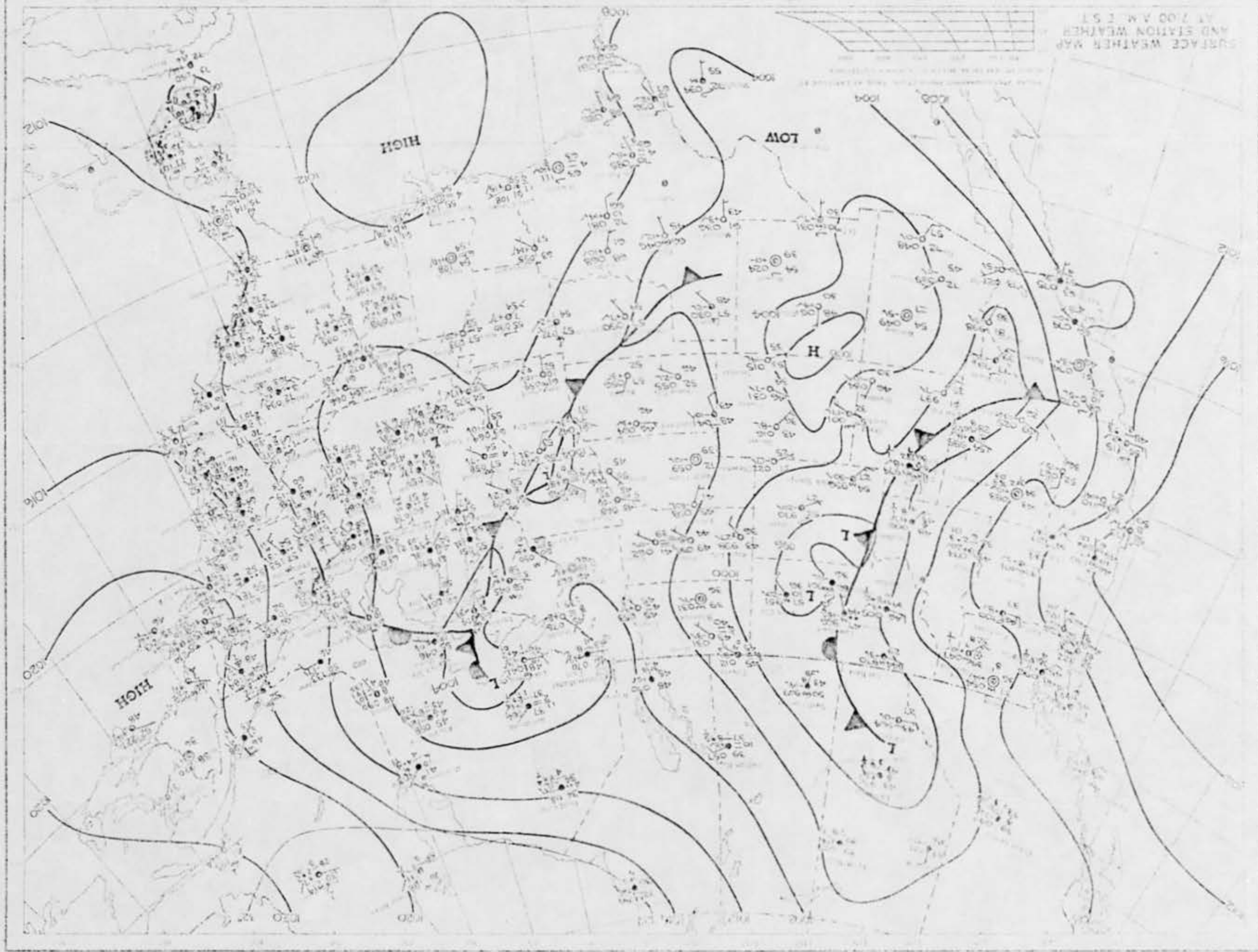




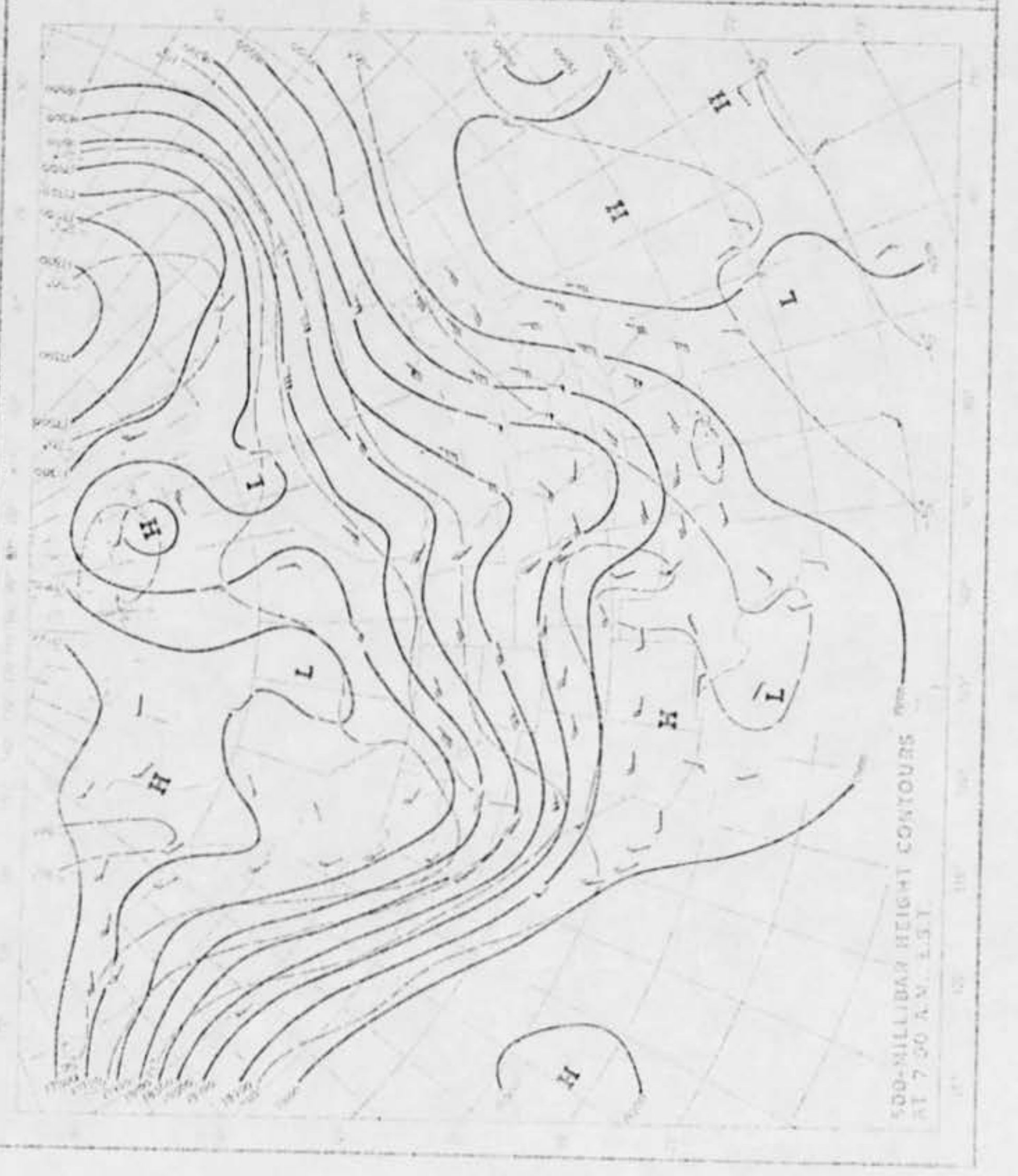
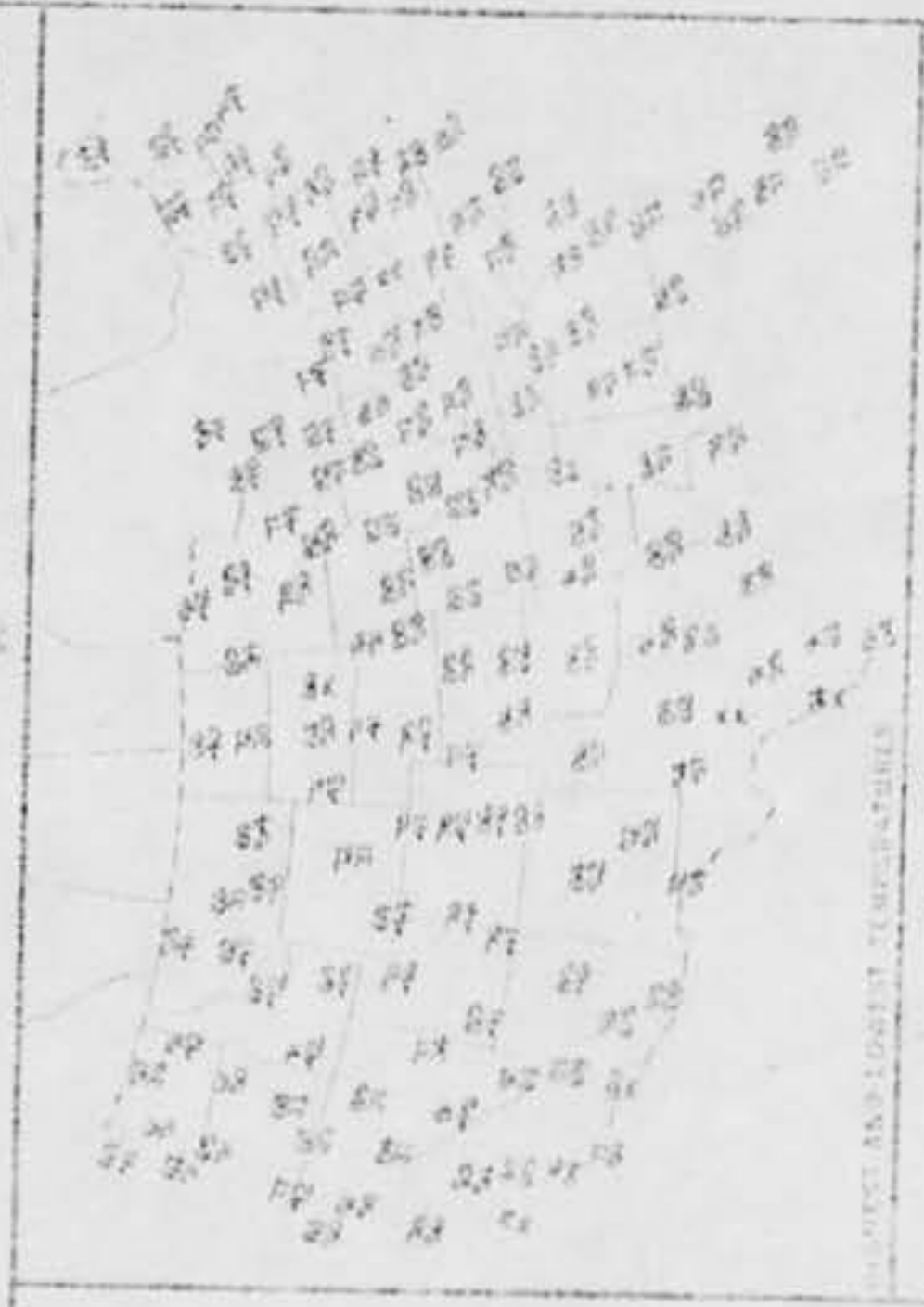
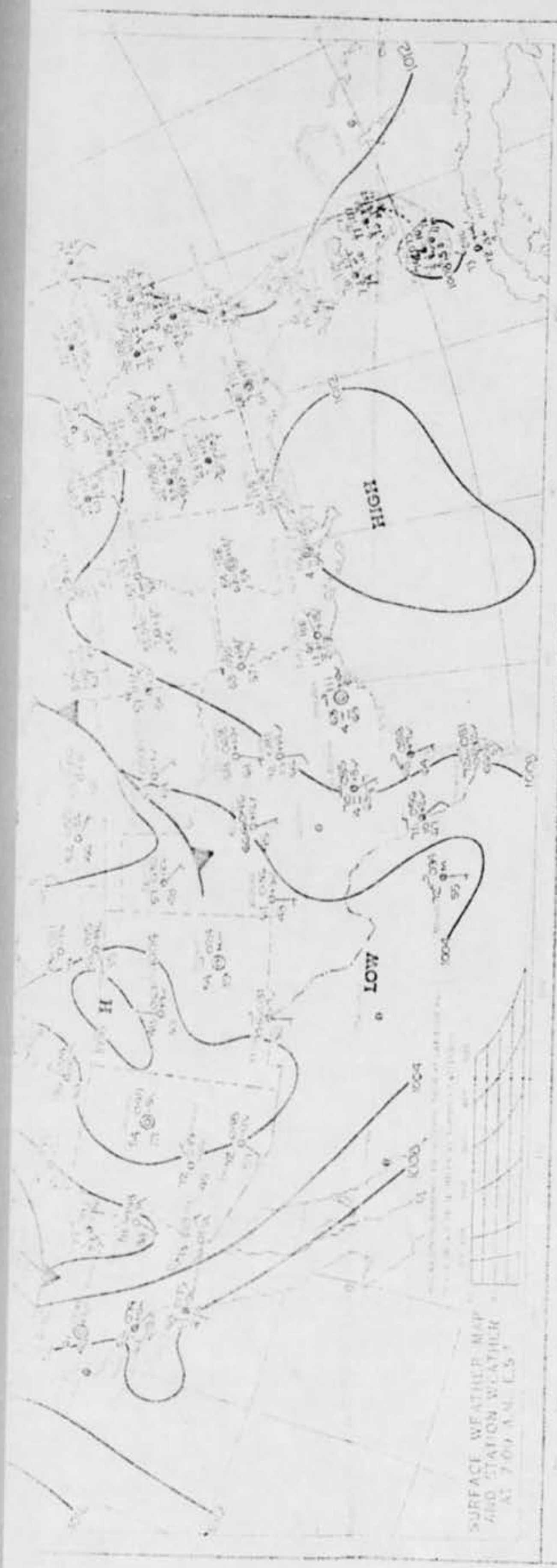




THURSDAY, OCTOBER 2, 1969









# DAILY WEATHER MAPS

WEEKLY SERIES OCTOBER 13-19, 1969



The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, *Daily Weather Map*. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperatures Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in *Daily Weather Map*. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD-143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$3.75 per 50 copies. Checks should

be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./e.s.t. The tracks of well-defined low pressure areas are indicated by chains of arrows; the locations of these centers at times 6, 12, and 18 hours preceding map time are indicated by small black squares enclosing white crosses. Areas of precipitation are indicated by shading. The weather reports that are printed here are only a fraction of those that are included in the operational weather maps, and on which the analyses are based. Occasional apparent discrepancies between the printed station data and the analyses result from those station reports that cannot be included in the published maps because of lack of space.

The 500 Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./e.s.t. The height contours are shown as continuous lines, and are labeled in feet

above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m./e.s.t. The names of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point.

The Precipitation Areas and Amounts Chart indicates by means of shading the areas that had precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.



IMMEDIATE - U.S. Weather Report

FIRST CLASS  
MAIL



1007-0  
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV  
AFPC-FTDTE  
WRIGHT-PATTERSON AFB OH 45433



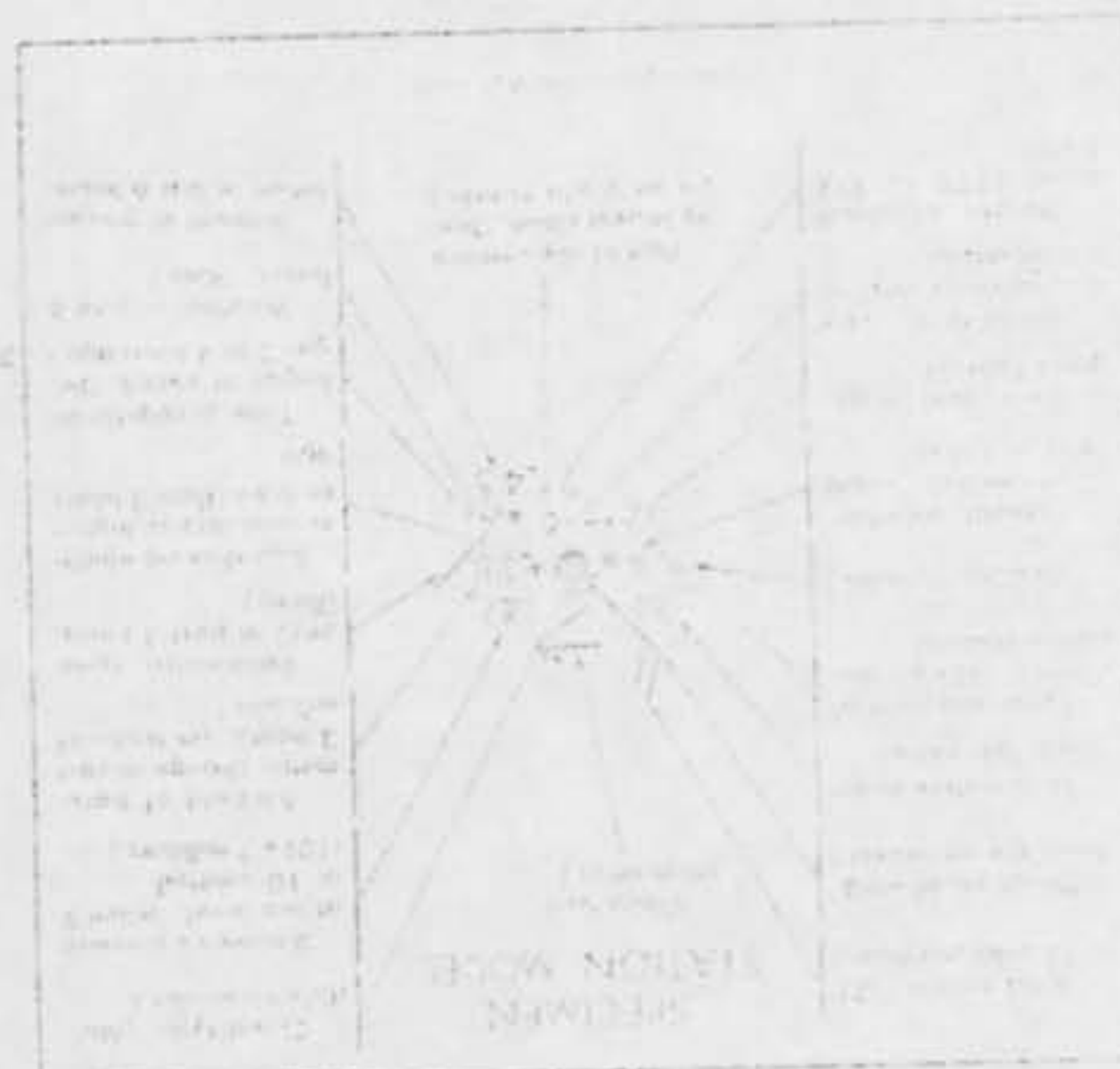
UNITED STATES  
GOVERNMENT PRINTING OFFICE  
DIVISION OF PUBLIC DOCUMENTS  
WASHINGTON, D.C. 20540  
OFFICIAL BUSINESS

IMMEDIATE - U.S. Weather Report

FIRST CLASS  
MAIL



1007-0  
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV  
AFSA-70FTR  
WRIGHT-PATTERSON AFB OH 45433

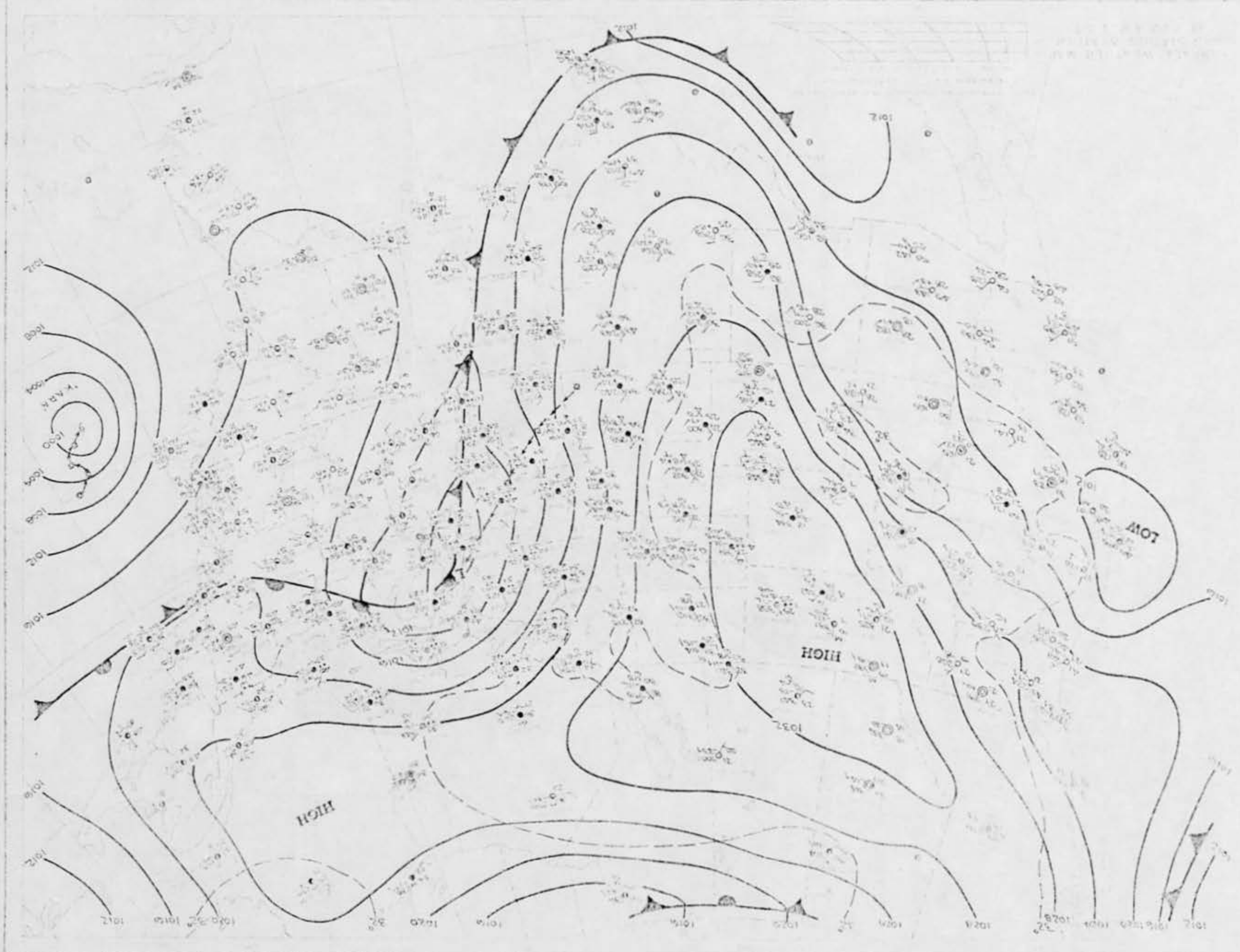


The maximum temperature is plotted above the station location, and the minimum temperature is plotted below this point. The Precipitation Amounts and Amounts Chart indicates by numerical value the areas that had precipitation during the 24 hours ending at 1200 a.m. Amounts in inches to the nearest hundredth of an inch are for the same period. Incomplete totals are underlined. "T" indicates a trace of precipitation. Dashed lines show the depth of snow on the ground in inches as of 7:00 a.m. of the previous day.

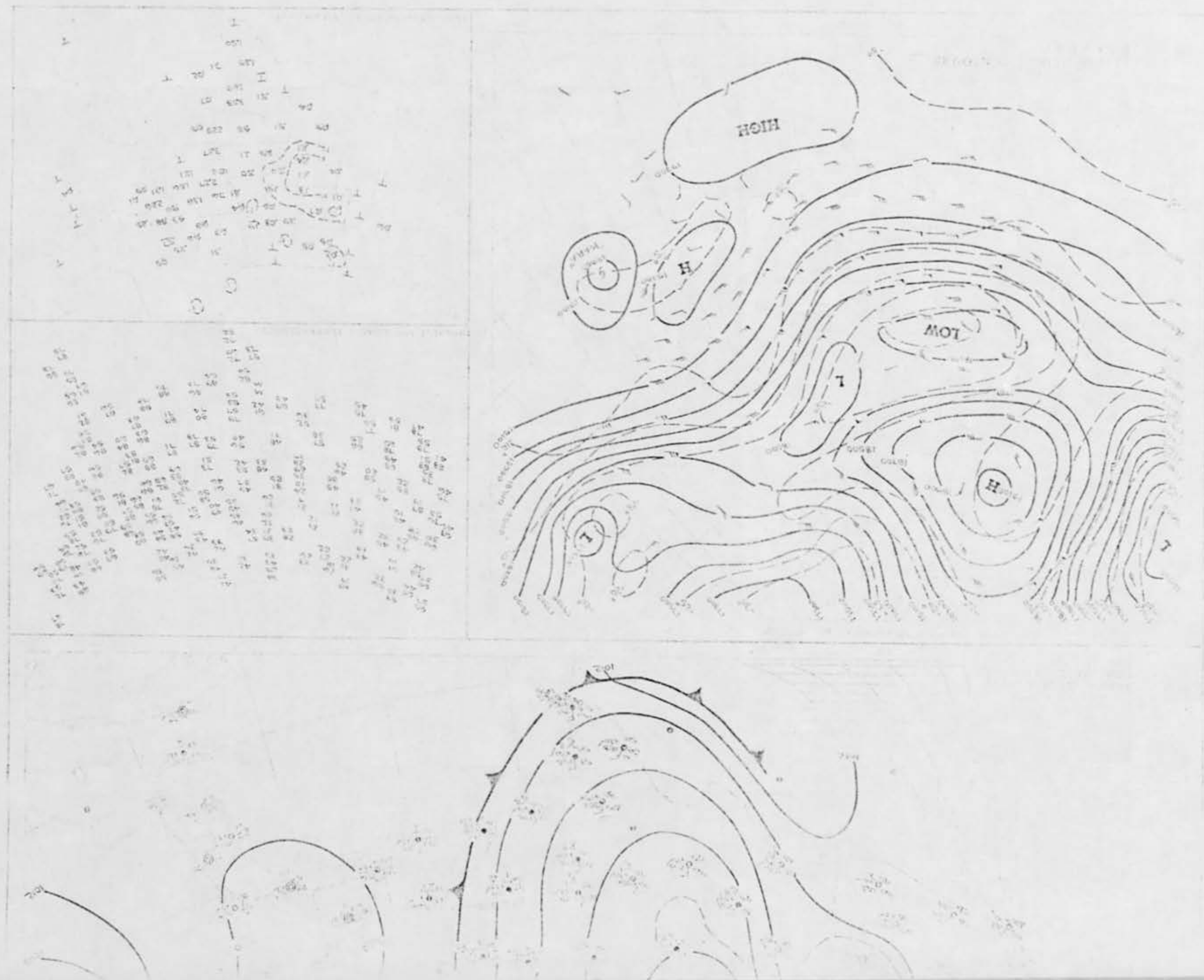
The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar surface at 7:00 a.m./a.s.t. The height contours are shown as continuous lines, and are labeled in feet. The height contours are shown as continuous lines, and are labeled in feet. The height contours are shown as continuous lines, and are labeled in feet.

They are of the charts and only arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center, Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in *Early Weather Map*. An additional chart is available, and made copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD 143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at a cost of \$3.75 per 50 copies. Checks should











SATURDAY, OCTOBER 18, 1969





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS CHANUTE TECHNICAL TRAINING CENTER (ATC)  
CHANUTE AIR FORCE BASE, ILLINOIS 61866



REPLY TO  
ATTN OF: XPO

20 NOV 1969

SUBJECT: Report of UFO Investigation (AFR 80-17)

TO: FTD (TDETR)  
Wright-Patterson AFB OH 45433

1. The attached report of investigation is forwarded in accordance with AFR 80-17. Although the investigating officer has arrived at a fairly definite conclusion, it is less than positive identification.
2. Due to the nature of the parties involved in initiating the investigation, the report is forwarded for release to SAFOI as you deem appropriate.

FOR THE COMMANDER

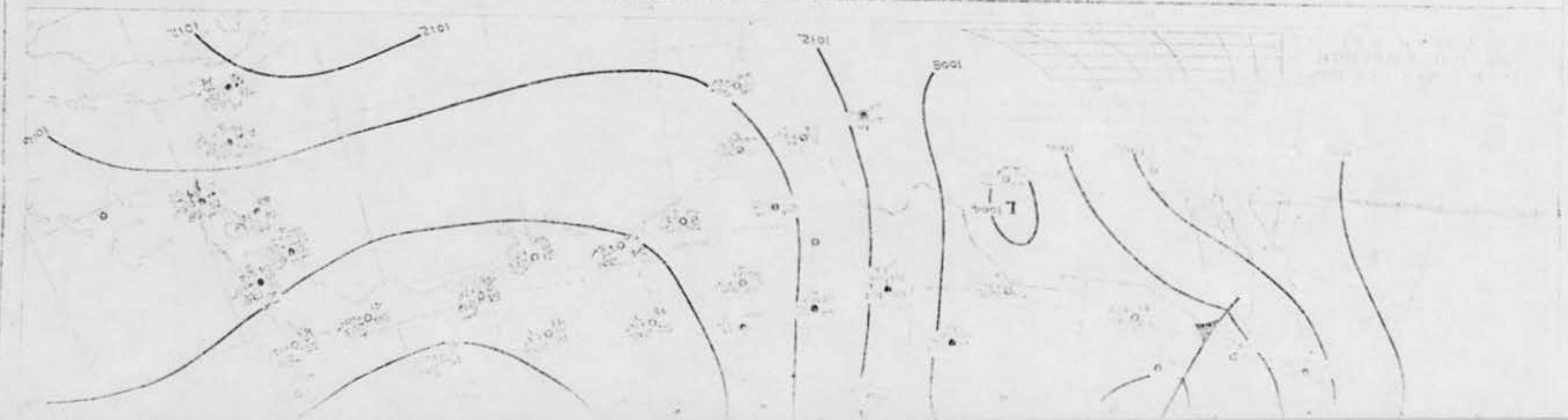
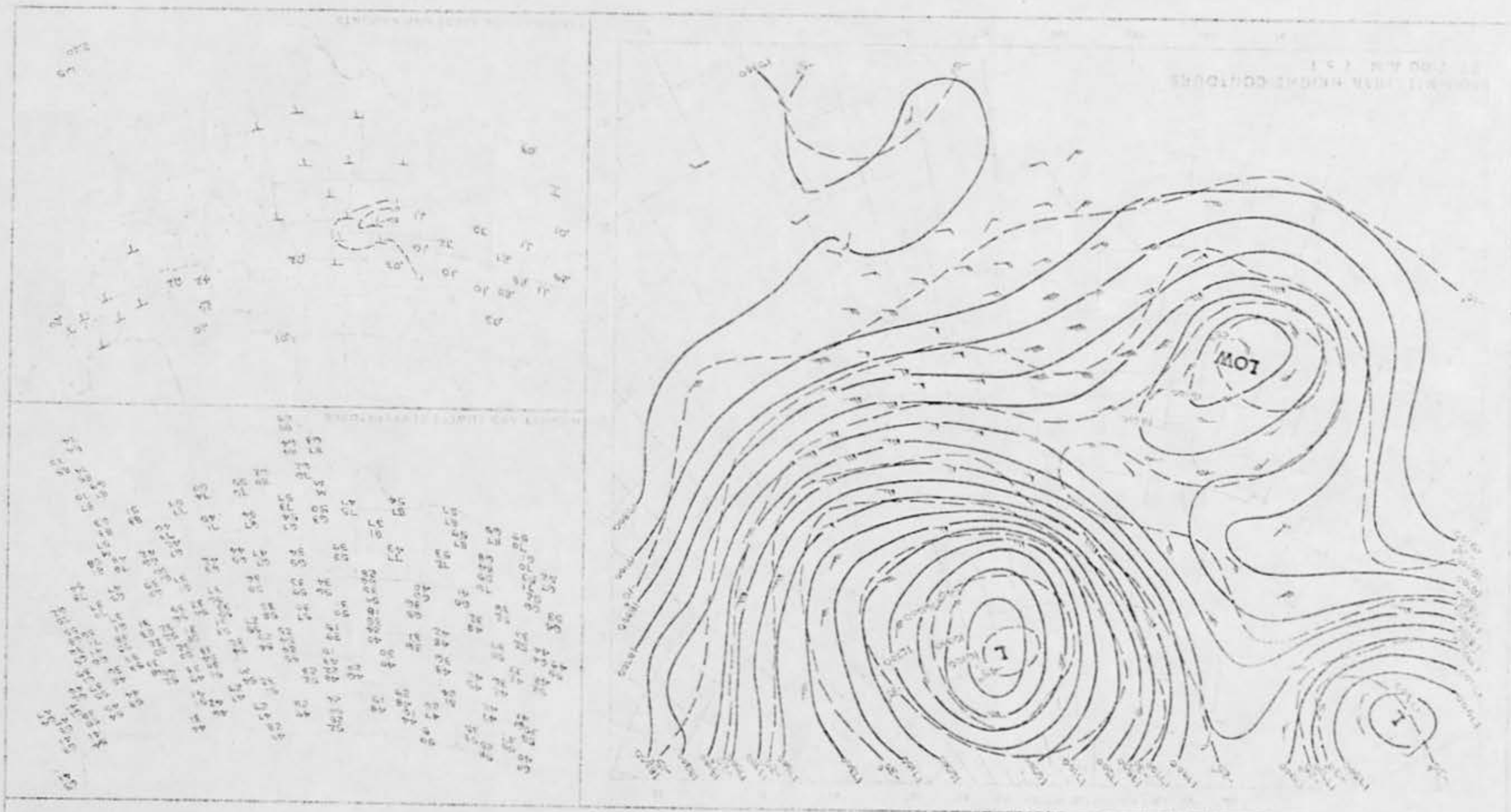
*R. H. Ficke*

ROBERT H. FICKE, Colonel, USAF  
Director, Plans/Operations

1 Atch  
UFO Investigation [REDACTED]  
- Complete File.

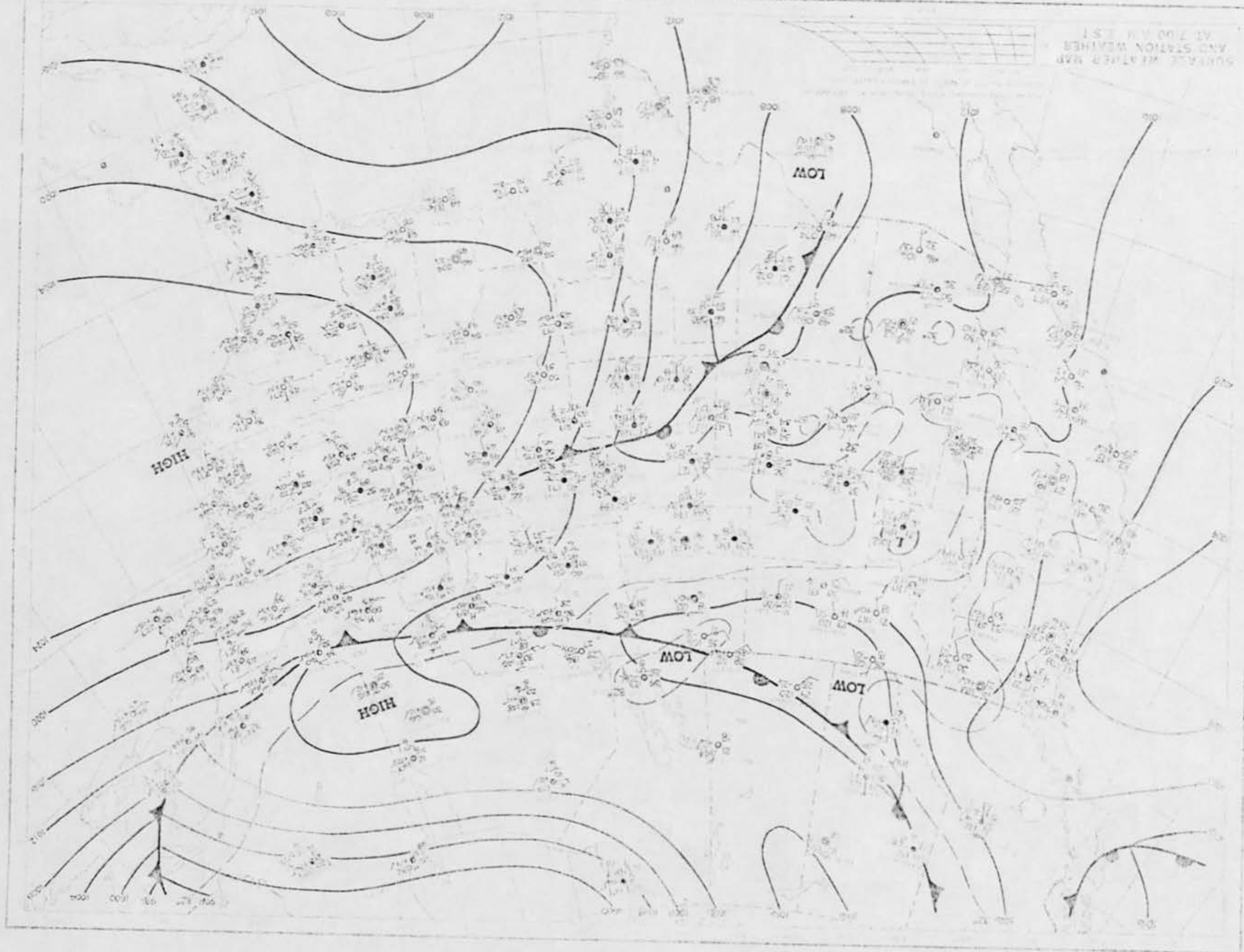
*at 29 Oct*  
*in SE at 60 deg. elev.*  
*had been full on in last quarter*  
*On 29th October full on in last quarter*







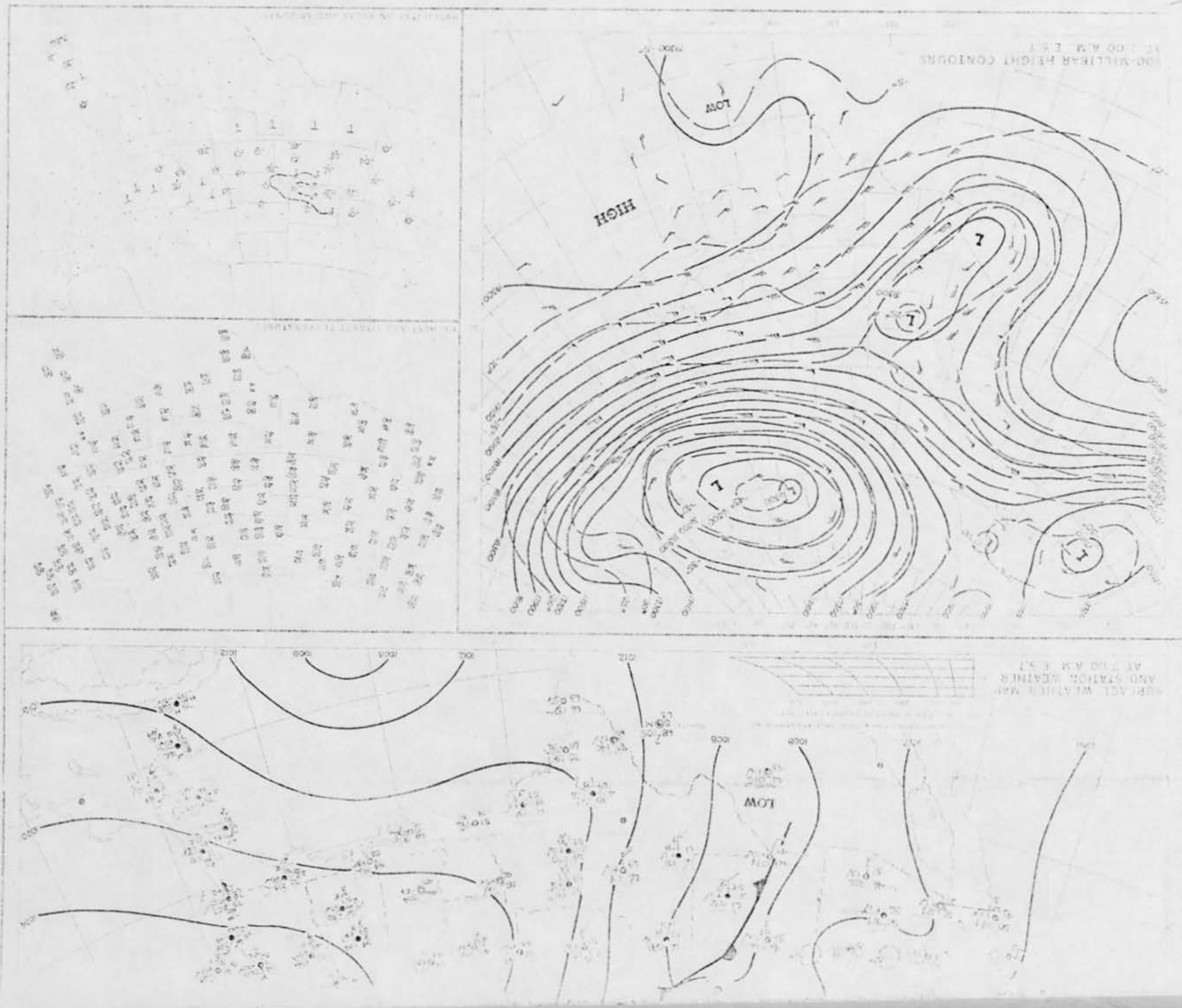
SUNDAY, OCTOBER 19, 1963



SURFACE WEATHER MAP  
AT 7:00 A.M. EST

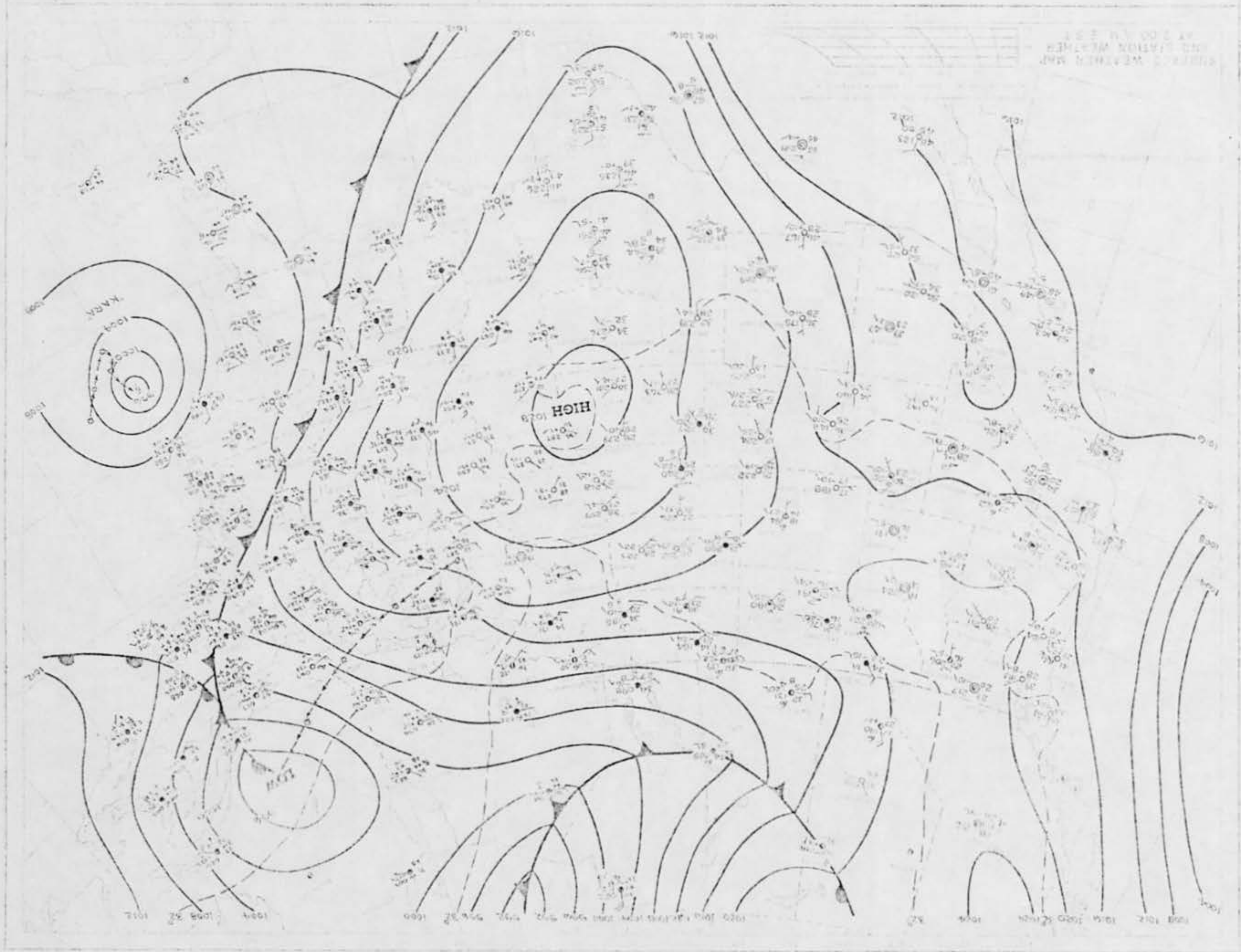








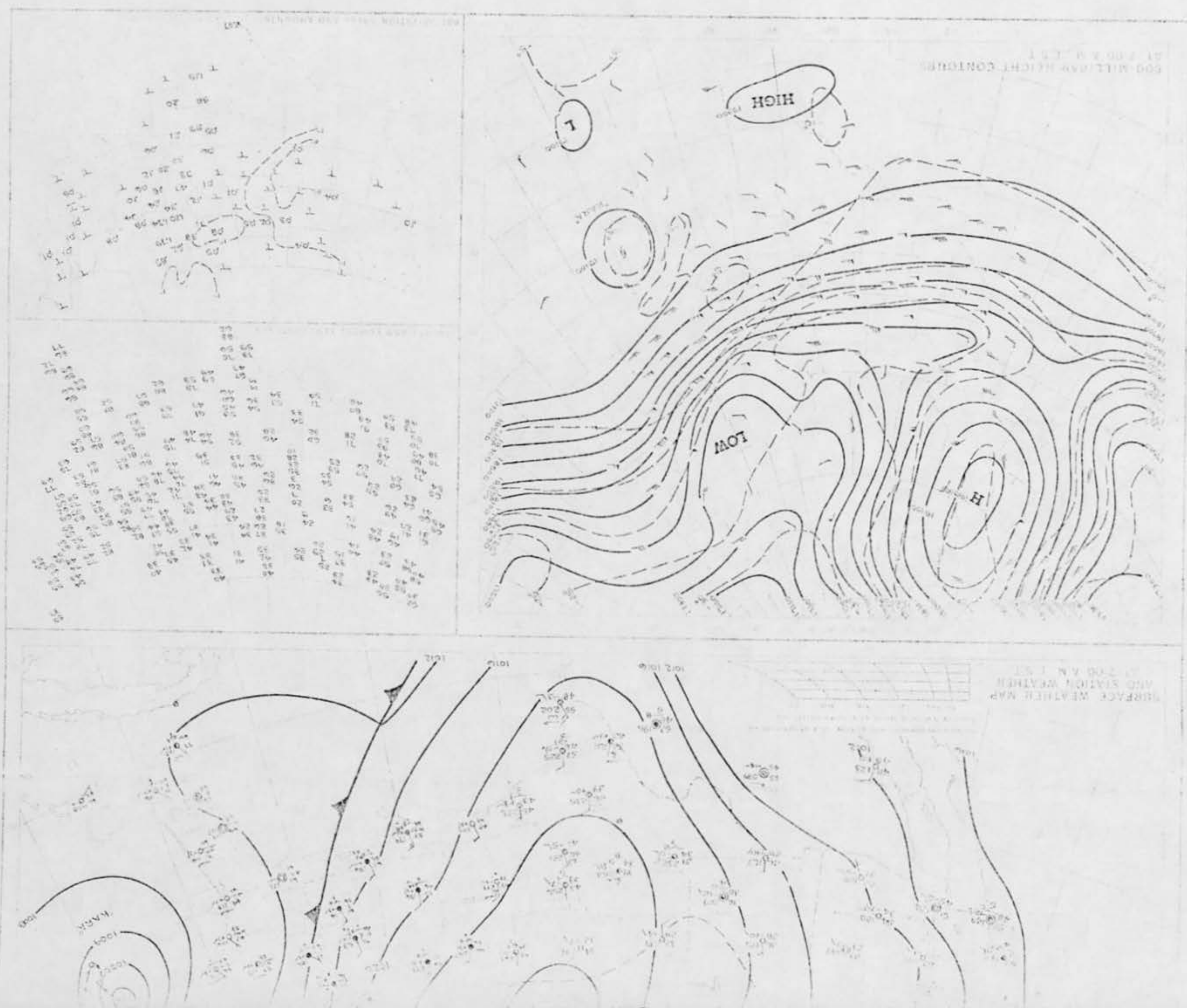
TUESDAY, OCTOBER 14, 1969



UNITED STATES WEATHER MAP  
AND STATION WEATHER  
AT 2:00 PM EST





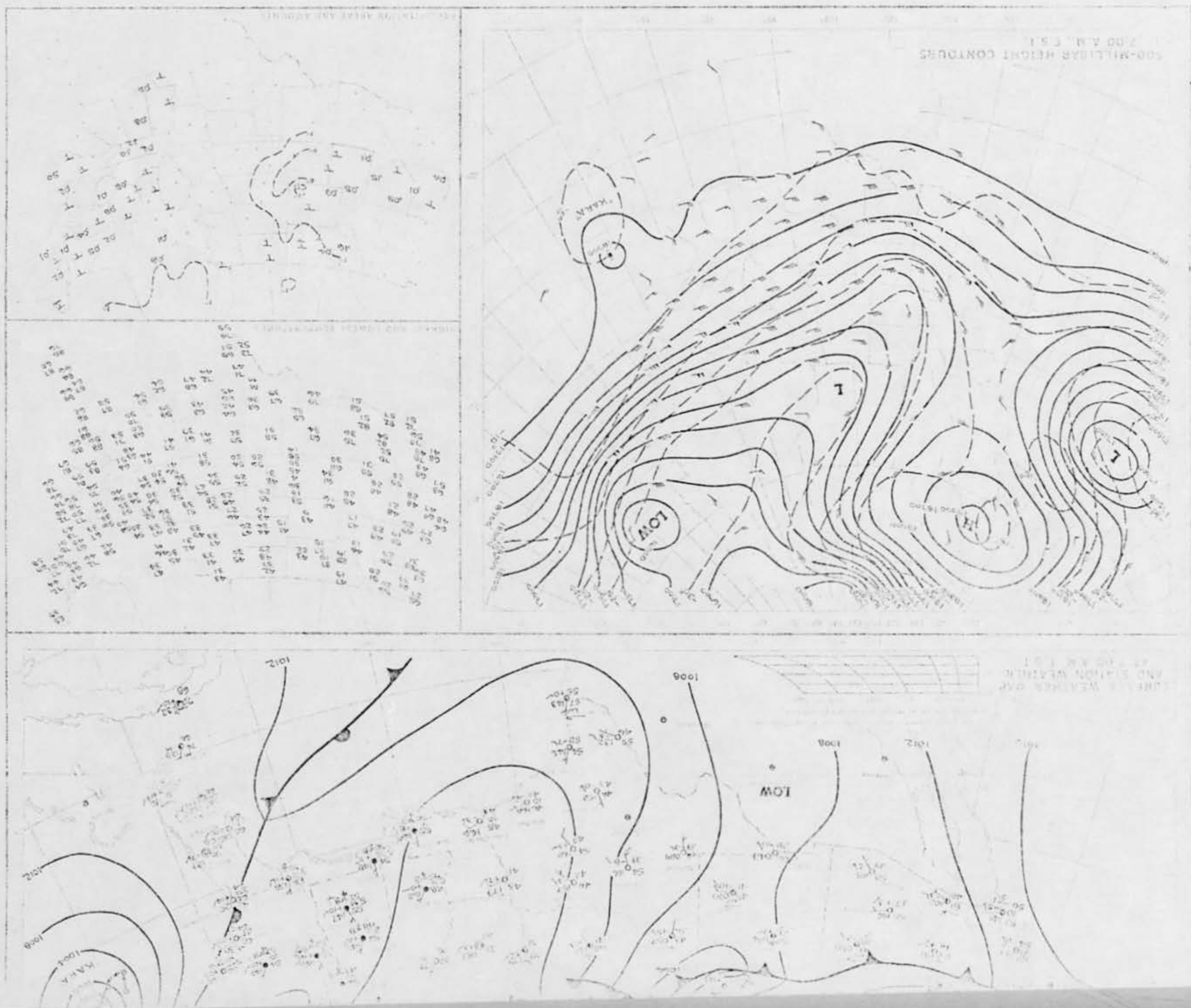




WEDNESDAY, OCTOBER 15, 1959

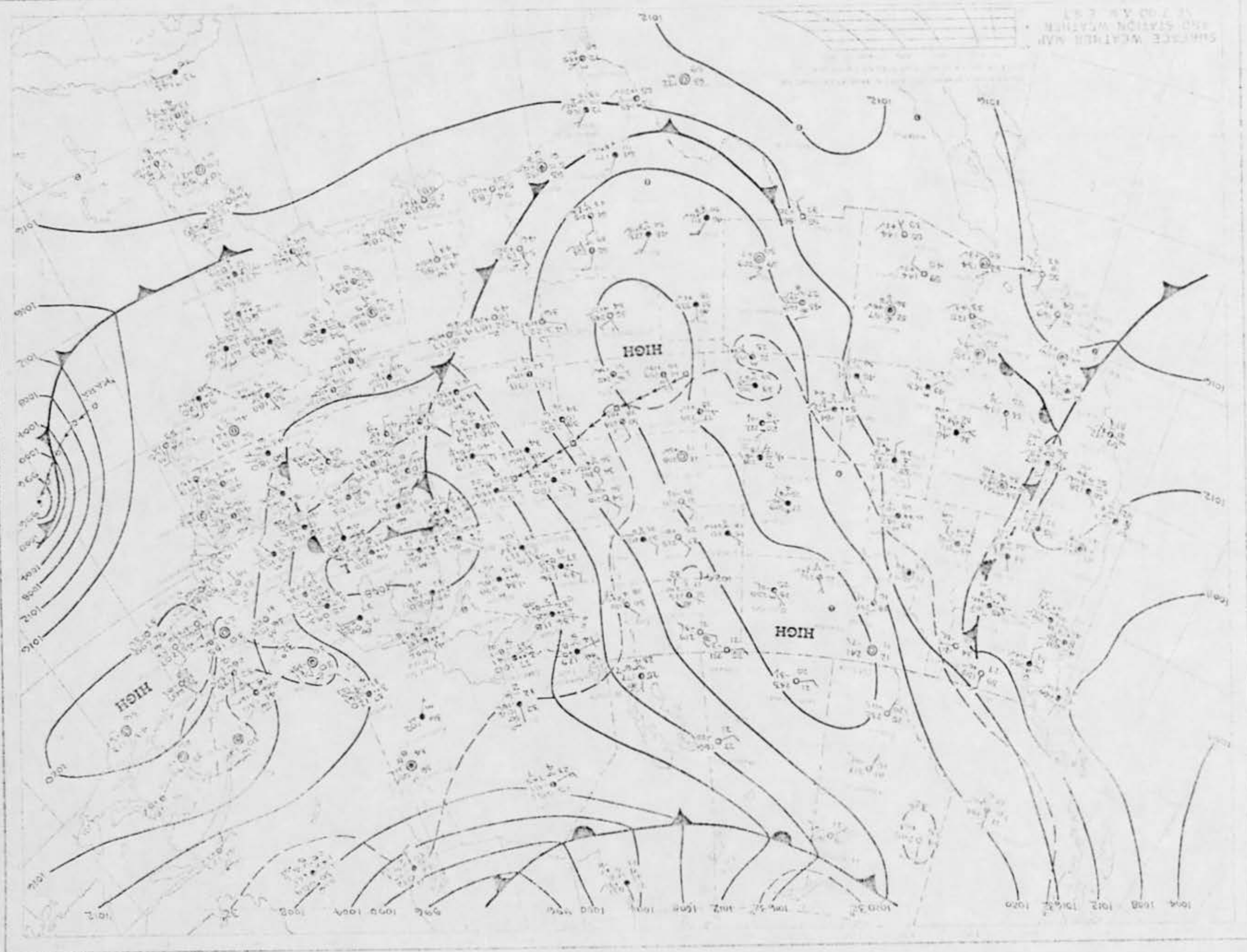








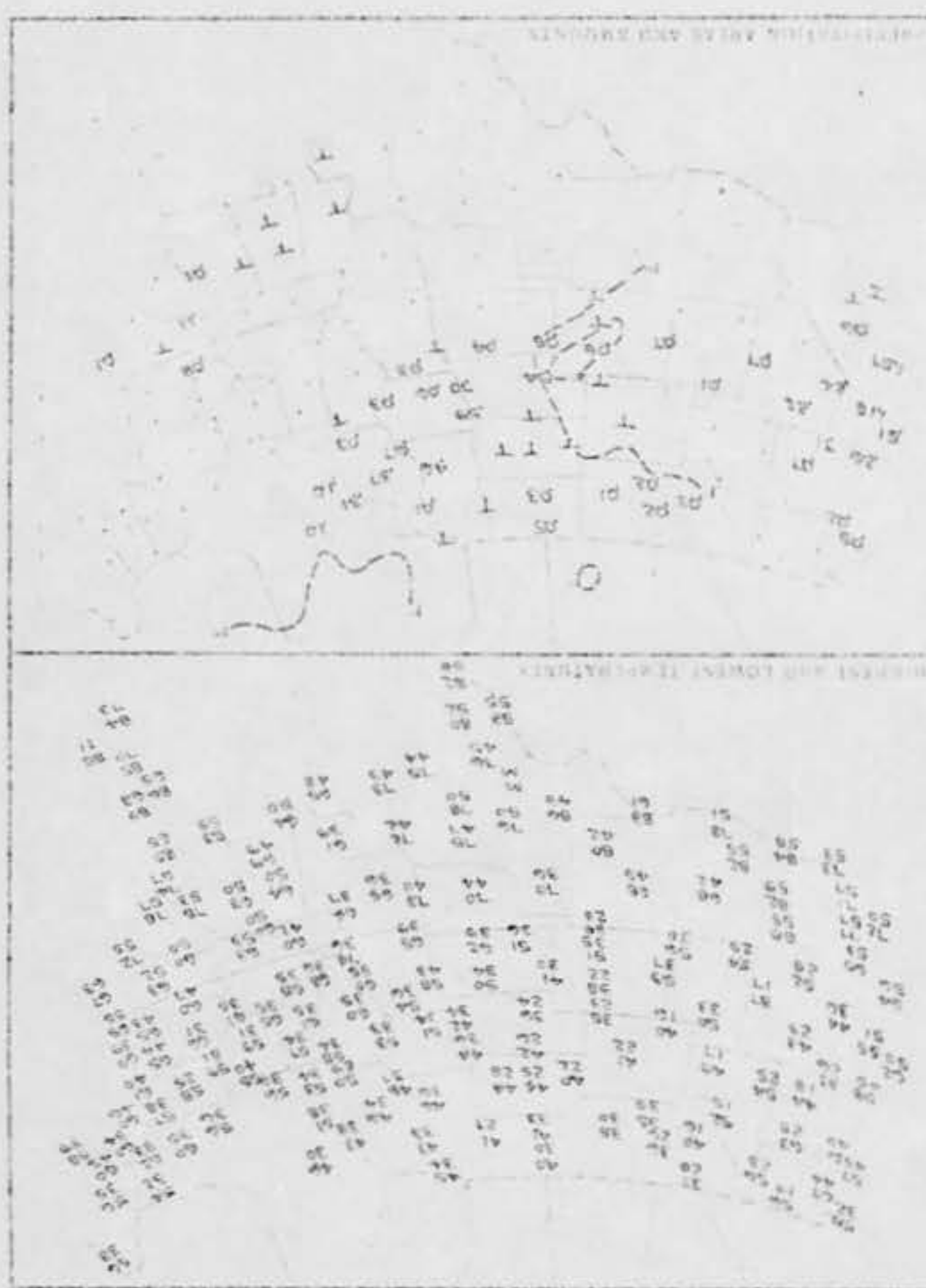
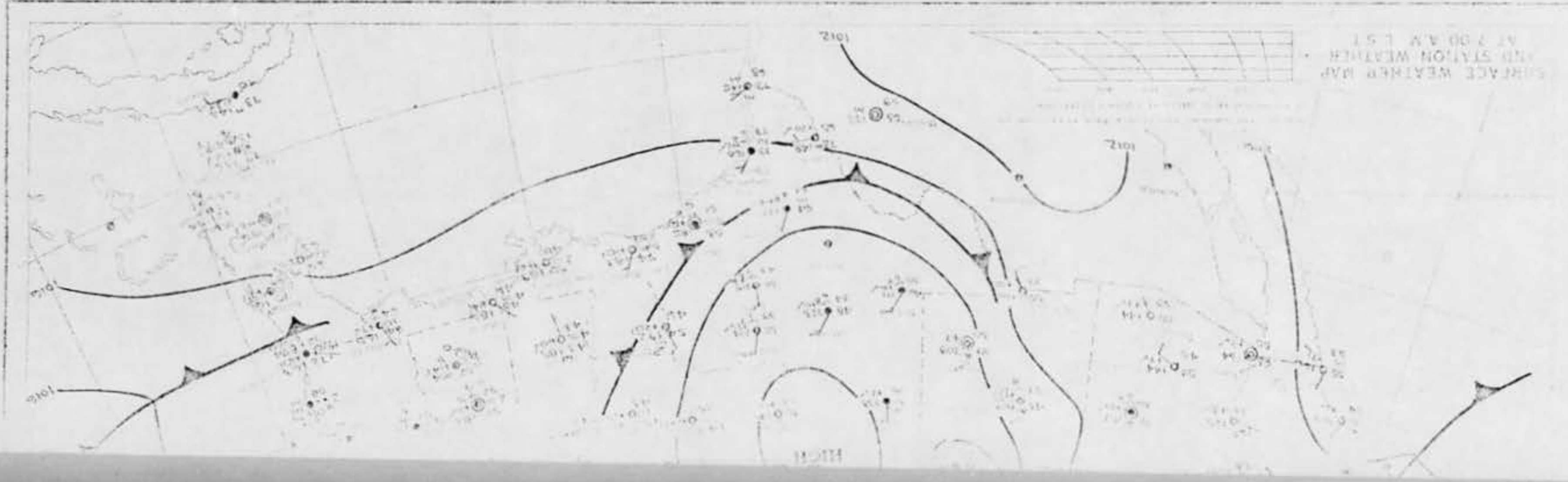
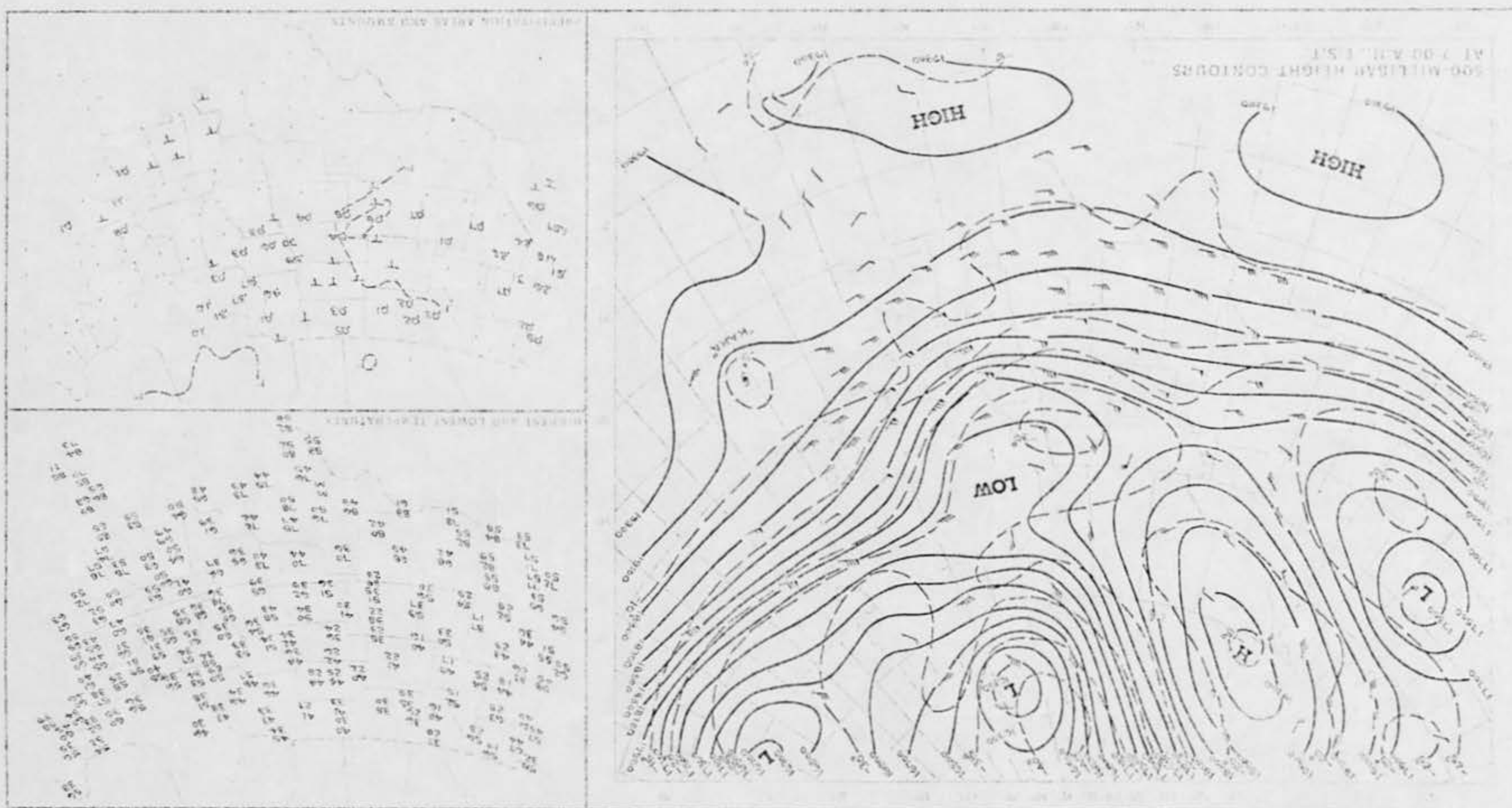
THURSDAY, OCTOBER 16, 1969



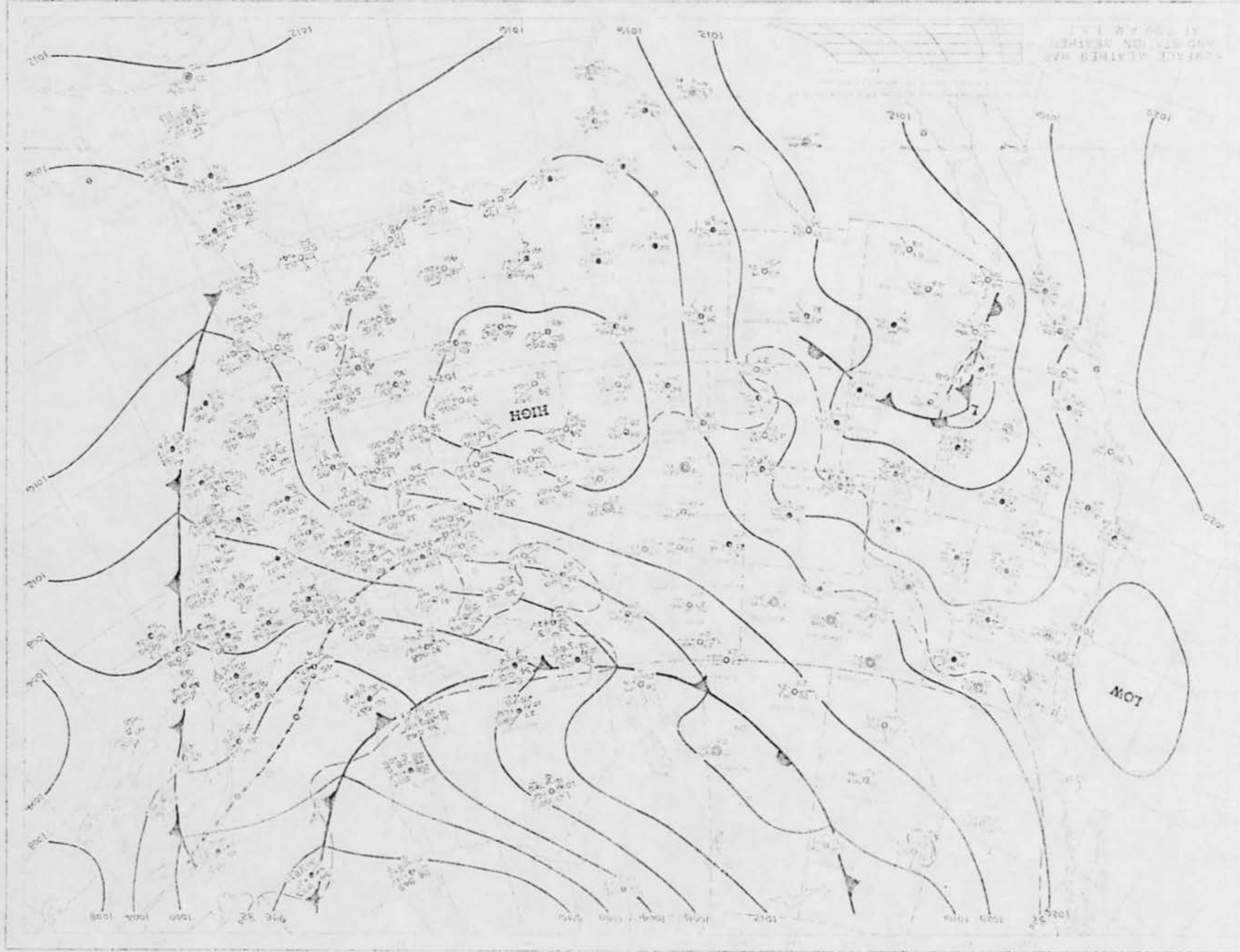
SURFACE WEATHER MAP  
10:00 AM EST











FRIDAY, OCTOBER 17, 1969



## SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL  
NUMBER 21-R258

QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR N.° F. FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 27 MONTH OCT YEAR 1959

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 02 MINUTES 00 ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 02 MINUTES 00 ☒ A.M. ☐ P.M.

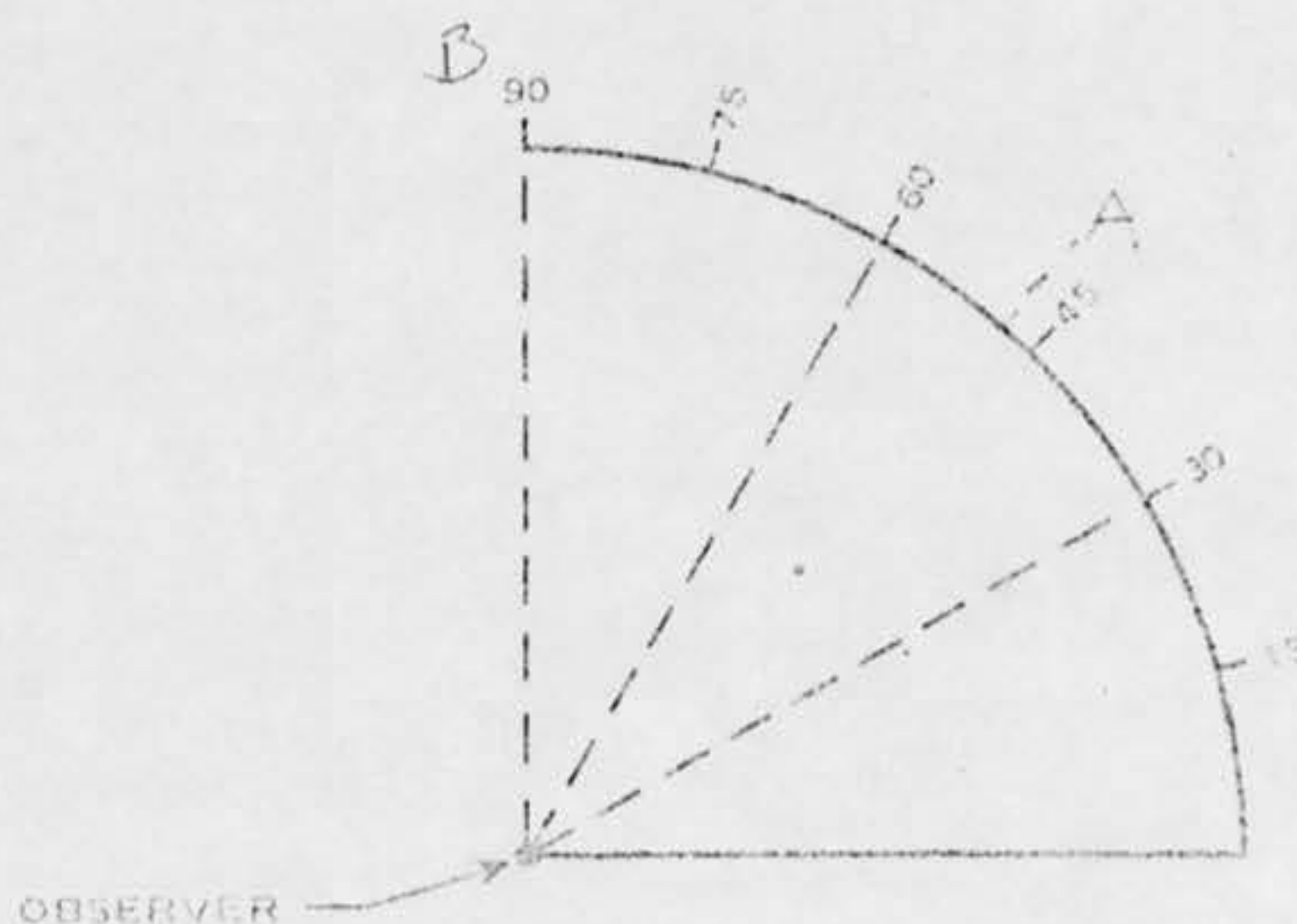
4. TIME ZONE

☐ DAYLIGHT SAVINGS☒ STANDARD☐ EASTERN☒ CENTRAL☐ MOUNTAIN☐ PACIFIC☐ OTHER

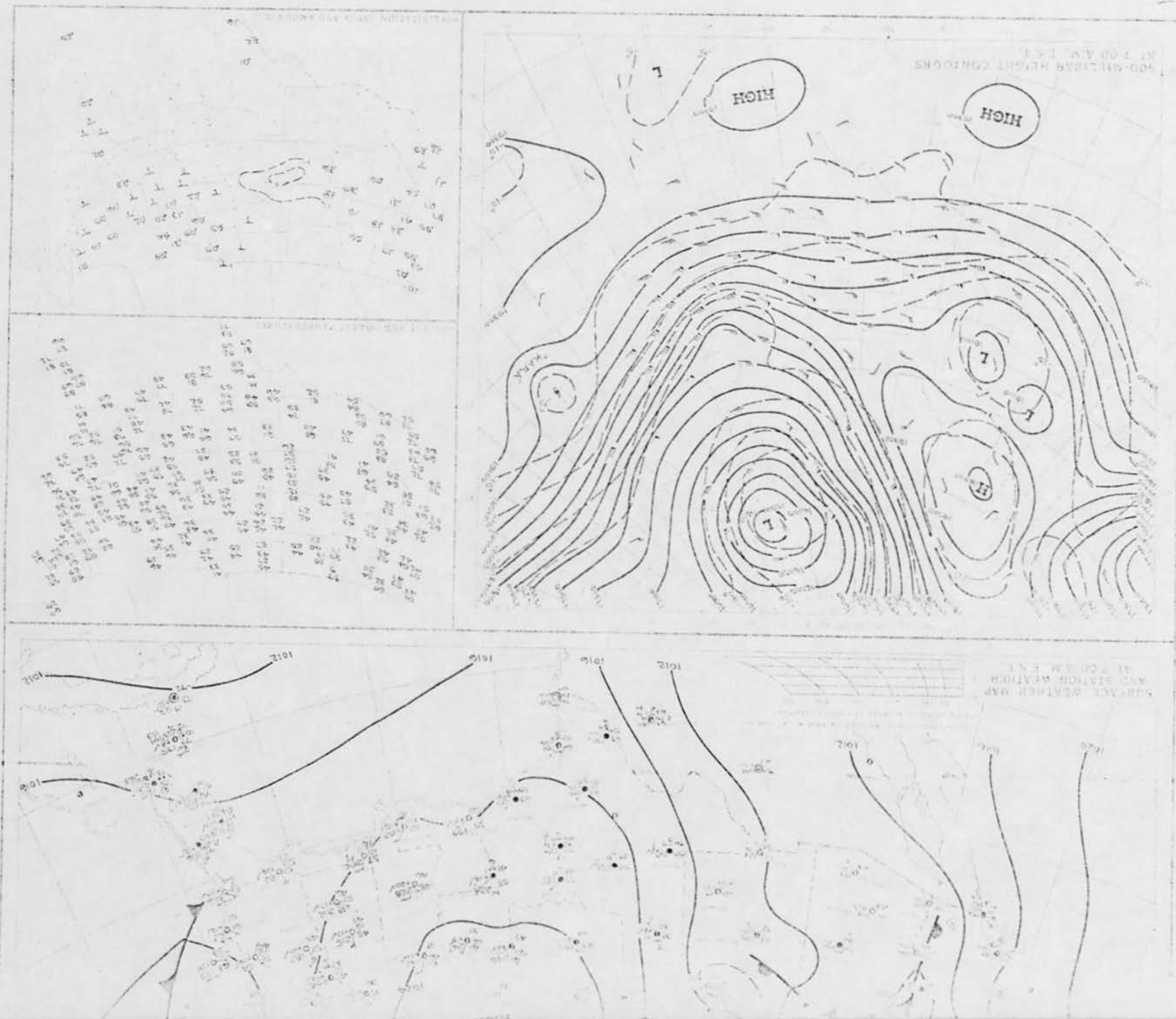
5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.



6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON OR SKYLINE WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

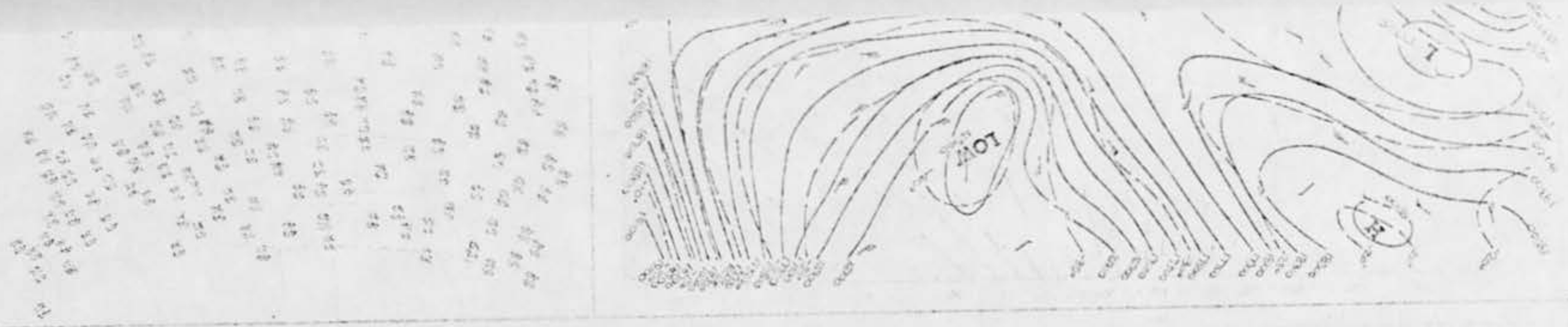
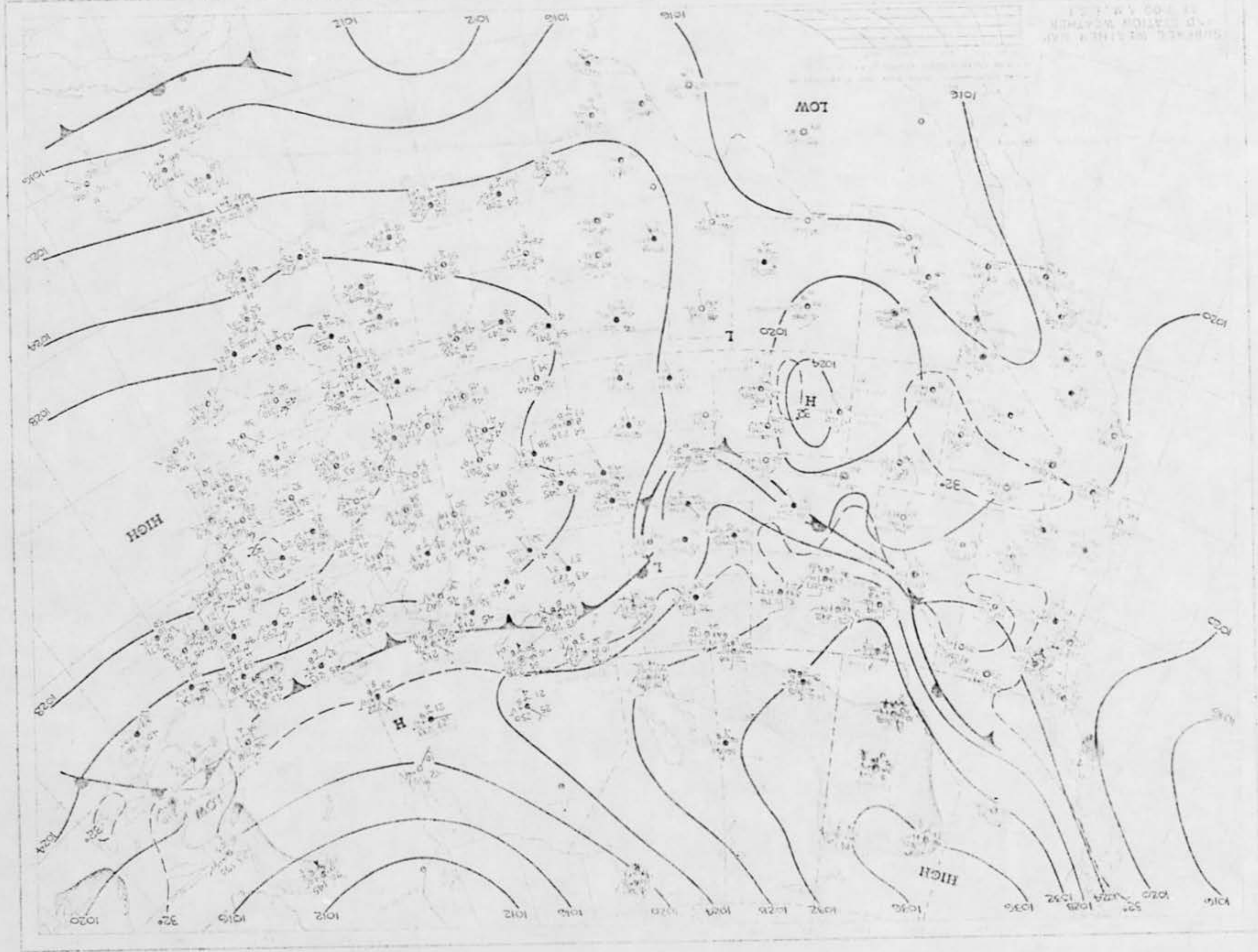




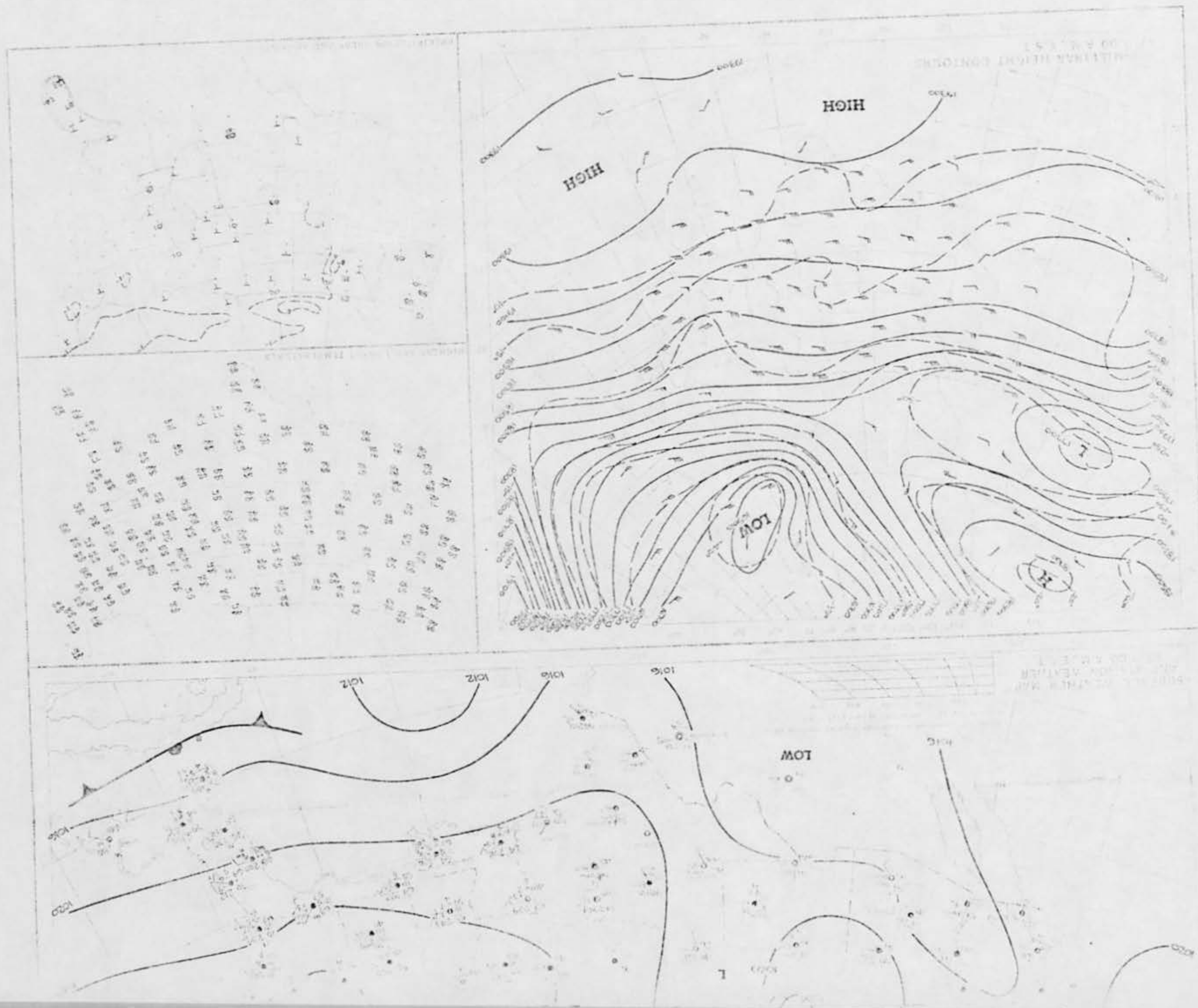




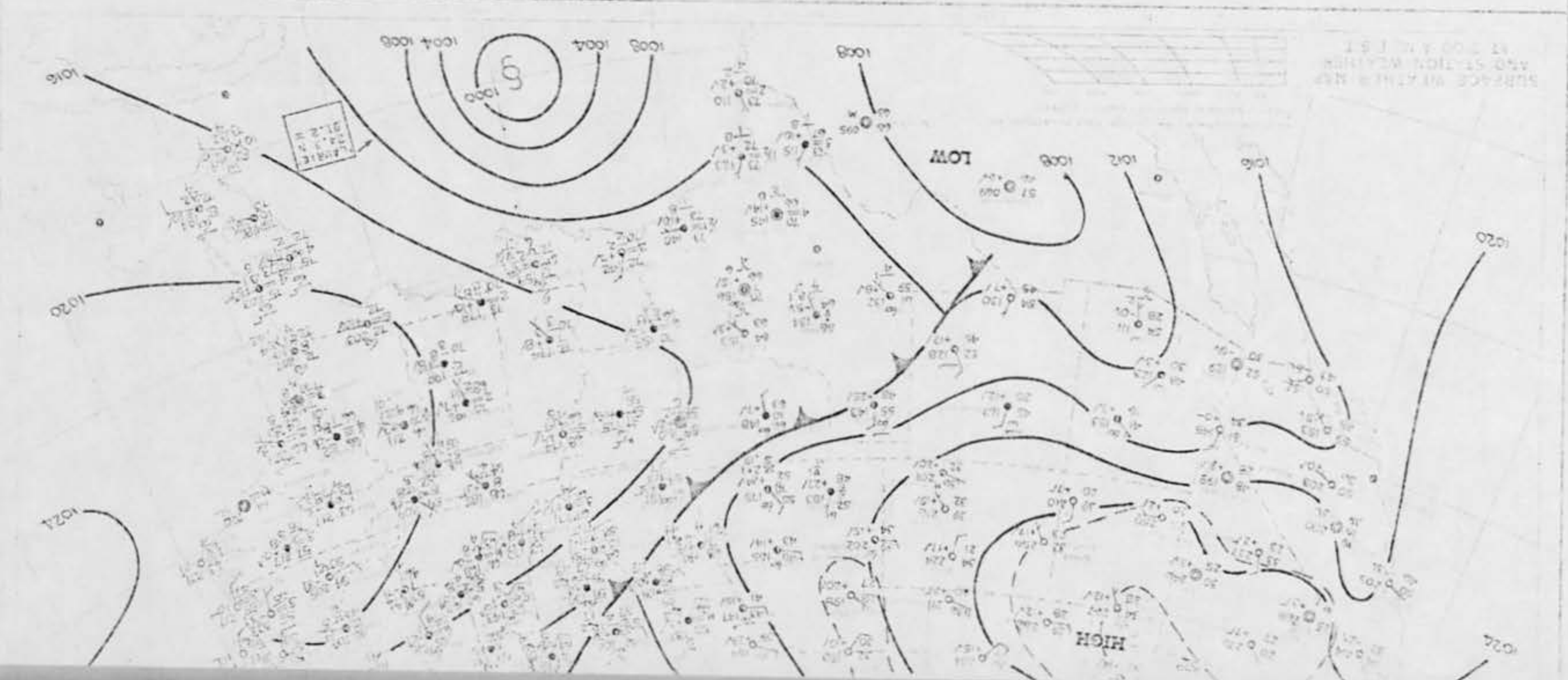
SATURDAY, OCTOBER 25, 1969



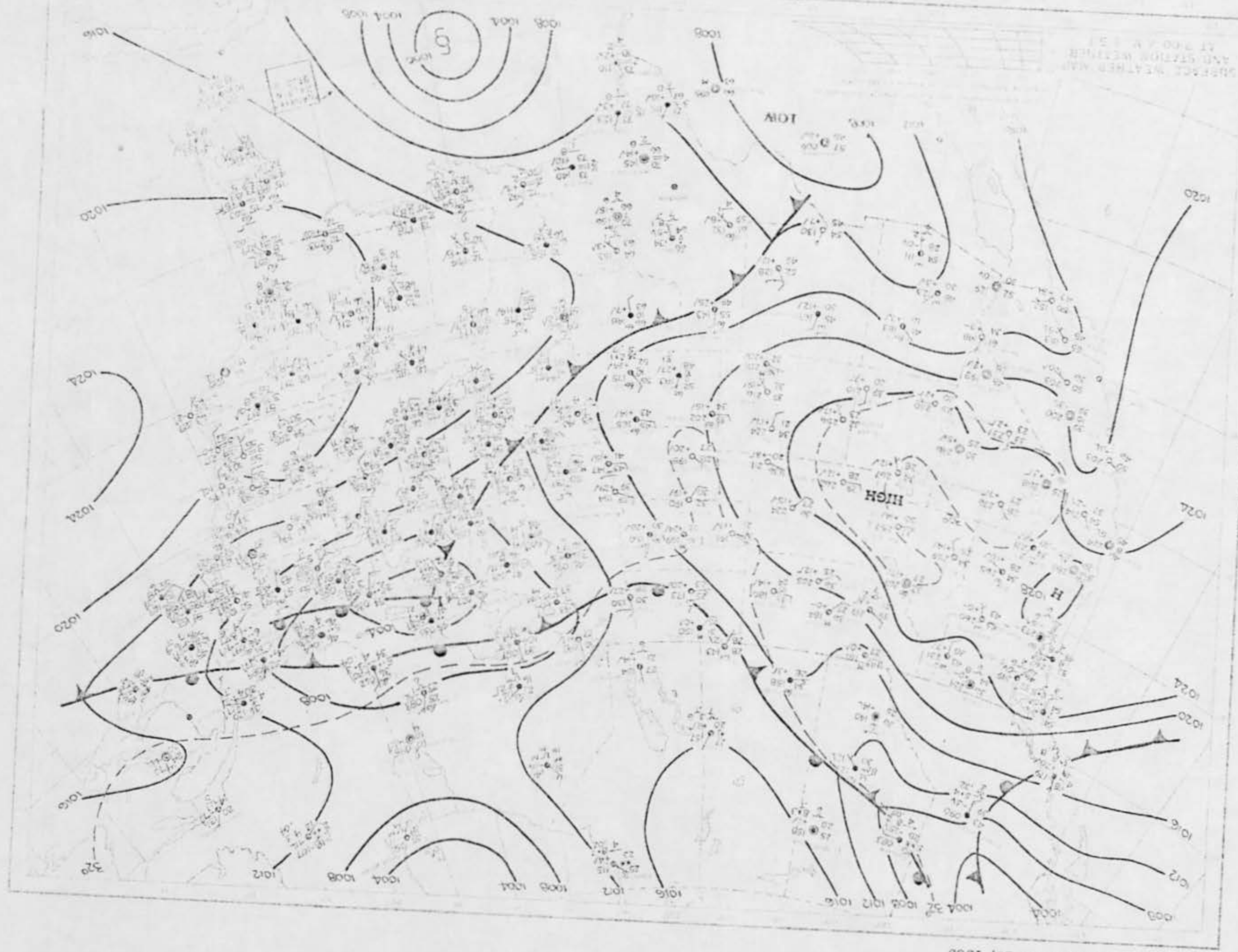












MONDAY, OCTOBER 20, 1969

SUBJECT WEATHER MAP  
AT 0000 HRS 10/20/69



# DAILY WEATHER MAPS

WEEKLY SERIES OCTOBER 20-26, 1969



The charts in this publication are a continuation of the principal charts of the Weather Bureau publication, *Daily Weather Map*. They include the Surface Weather Map, the 500-Millibar Chart, the Highest and Lowest Temperature Chart, and the Daily Precipitation Chart. All of the charts for one day are arranged on a single page of this publication. They are copied from operational weather maps prepared by the National Meteorological Center Weather Bureau. The symbols used on the Surface Weather Map and the 500-Millibar Chart are the same as those used previously in *Daily Weather Map*. An explanatory sheet is available, and single copies may be obtained without charge by writing to: Environmental Science Services Administration, Publications Section, AD-143, Rockville, Maryland 20852. Bulk copies may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20409, at a cost of \$3.75 per 50 copies. Checks should

be made payable to the Superintendent of Documents.

The Surface Weather Map presents station data and the analysis for 7:00 a.m./a.s.t. Low tracks of well-defined low pressure areas are indicated by chains of arrows, and by means of these centers at times 0, 12, and 18 hours preceding map time are indicated by small black squares enclosing an X or crosses. Areas of unsettled weather are indicated by shading. The weather reports that are plotted there are as a barbed arrow, and are included in the descriptive weather report, and on which the analyses are based. Other types of reports, such as special balloon, unprinted data, and other data, are not included from these station reports, and cannot be included in the published maps because of lack of space.

The 500-Millibar Chart presents the height contours and isotherms of the 500-millibar (about 2,000 a.s.l.) The height contours are shown as continuous lines, and are labeled in feet

above sea level. The isotherms are shown as dashed lines, and are labeled in degrees Celsius. The arrows show the wind direction and speed at the 500-millibar level.

The Highest and Lowest Temperatures Chart presents the maximum and minimum values for the 24-hour period ending at 1:00 a.m. a.s.t. The codes of the reporting points can be obtained from the Surface Weather Map. The maximum temperature is plotted above the station, and the minimum temperature is plotted below the point.

The Precipitation and Cloud Amounts Chart indicates by means of shading the amount of precipitation during the 24 hours ending at 1:00 a.m. Amounts in inches to the nearest hundredth of an inch are for the entire period. Incomplete totals are indicated by "C" with a trace of precipitation. Dashed lines show the depth of snow on the ground at 0700 a.s.t. of the previous day.

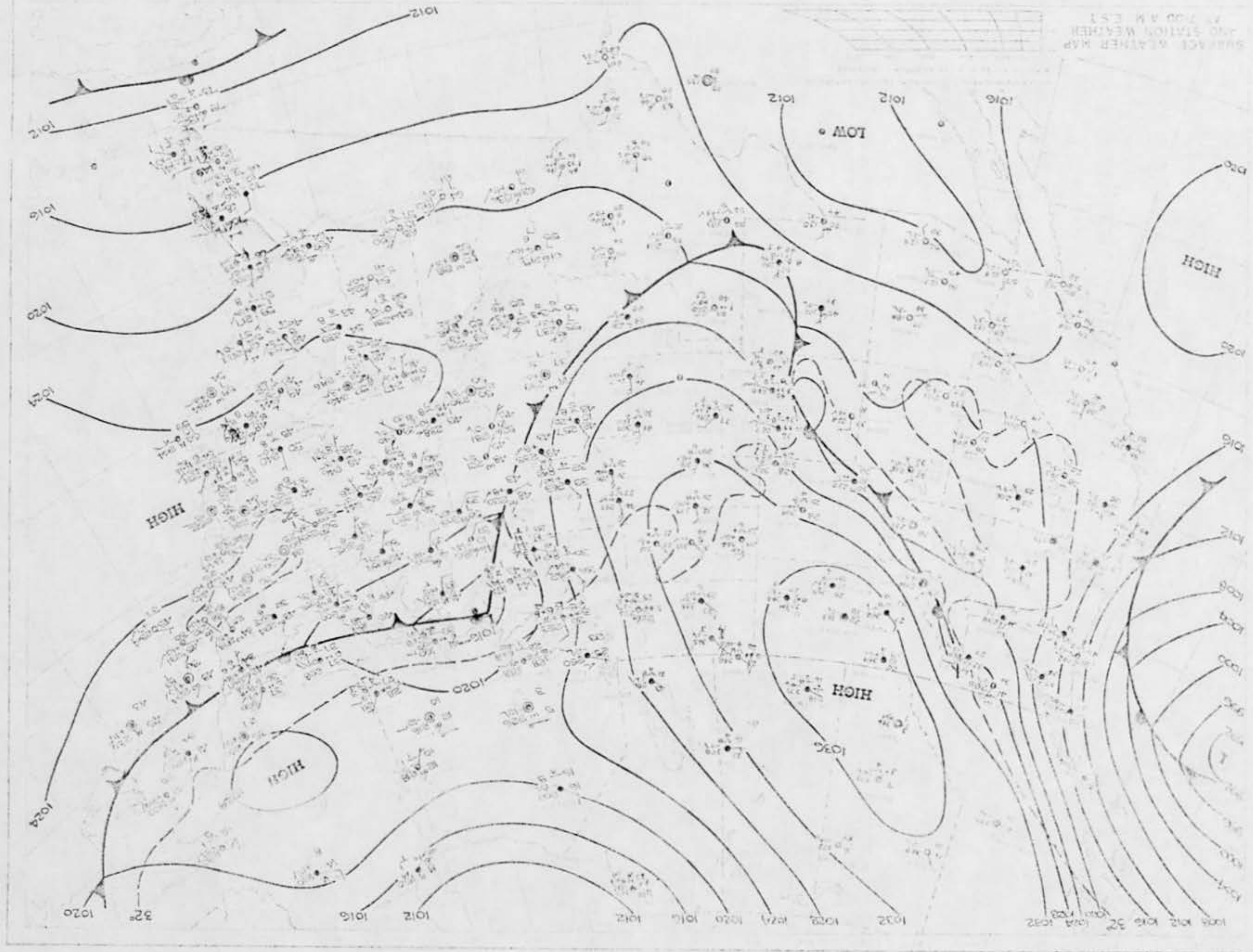


DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOREIGN TECHNOLOGY DIV  
AFSC-TDPTB  
WRIGHT-PATTERSON AFB OH 45433

UFD



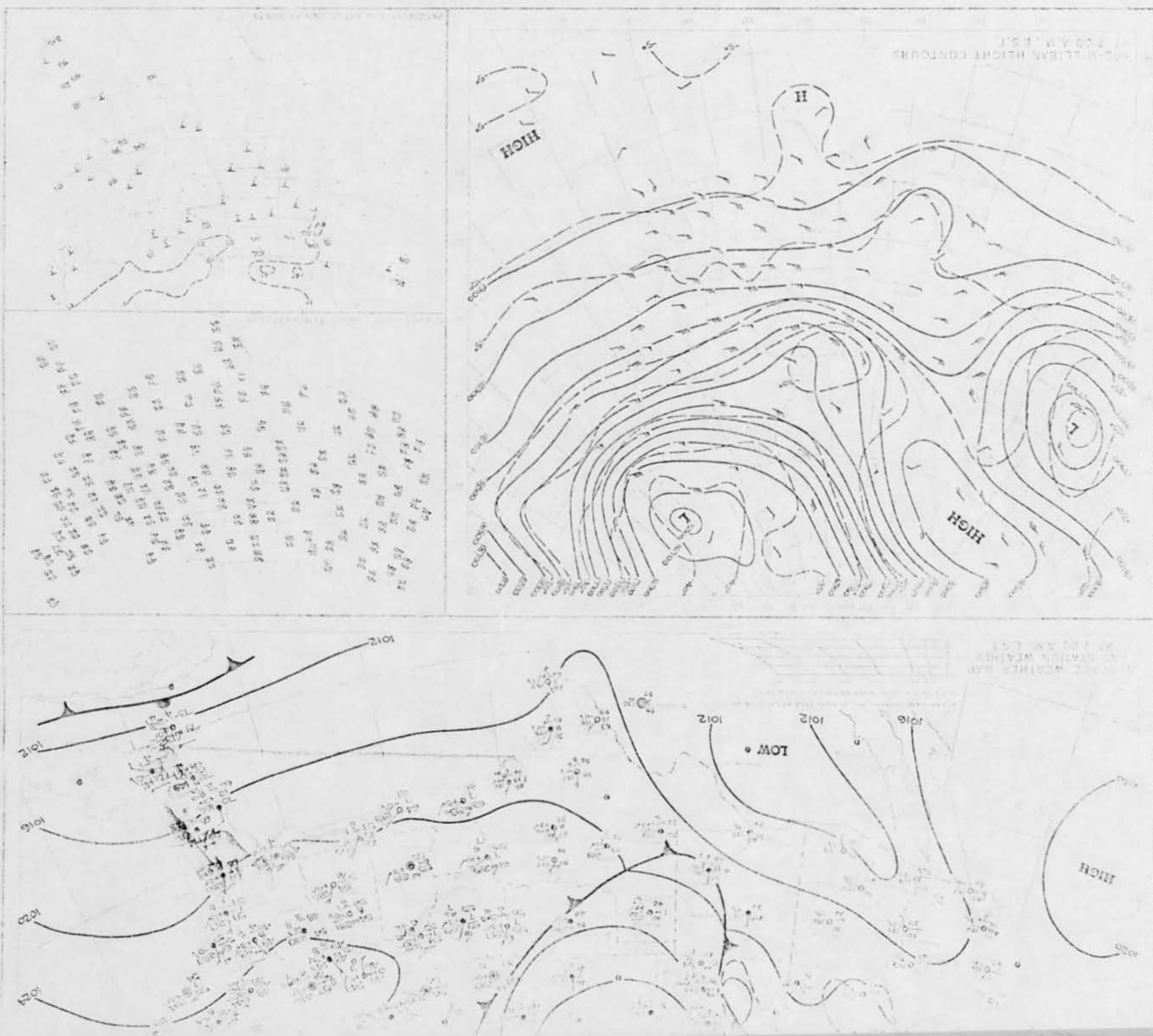
SUNDAY, OCTOBER 26, 1969



SURFACE WEATHER MAP  
AND STATION WEATHER  
7:00 AM EST









TUESDAY, OCTOBER 21, 1969

